

In the Sea-Horse Tradition

Johnson 70



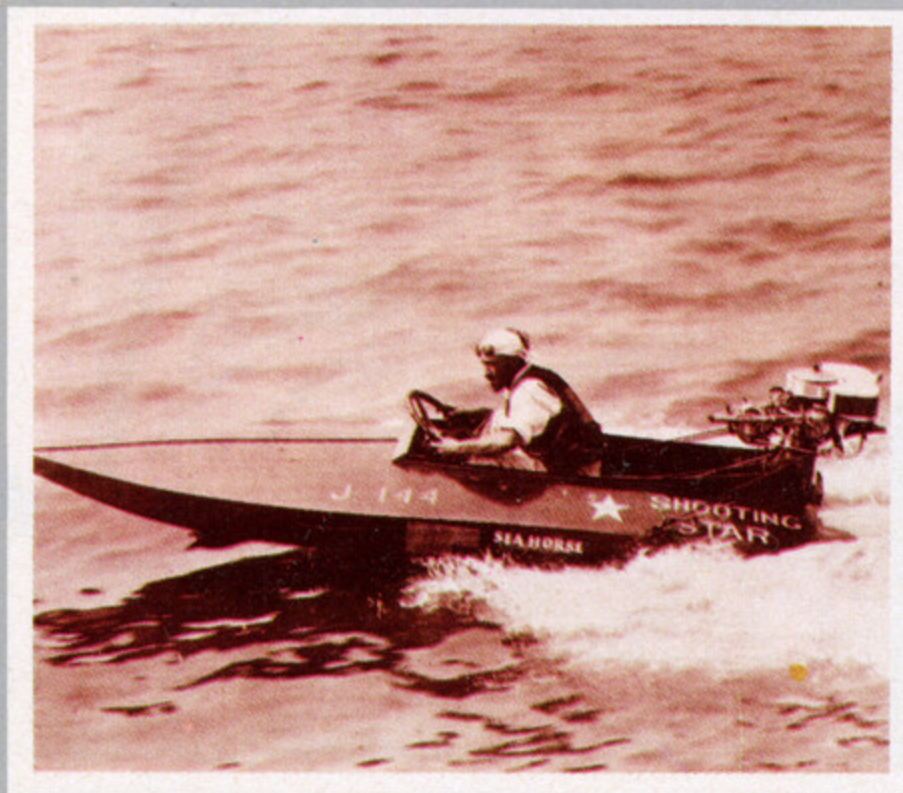
JOHNSON OUTBOARDS



In the Sea-Horse Tradition

The Johnson Sea-Horse®. Since its introduction as the embodiment of Johnson Outboards back in 1929, it has earned a reputation worldwide as the symbol of Johnson innovation, Johnson quality, Johnson dependability and performance, Johnson leadership.

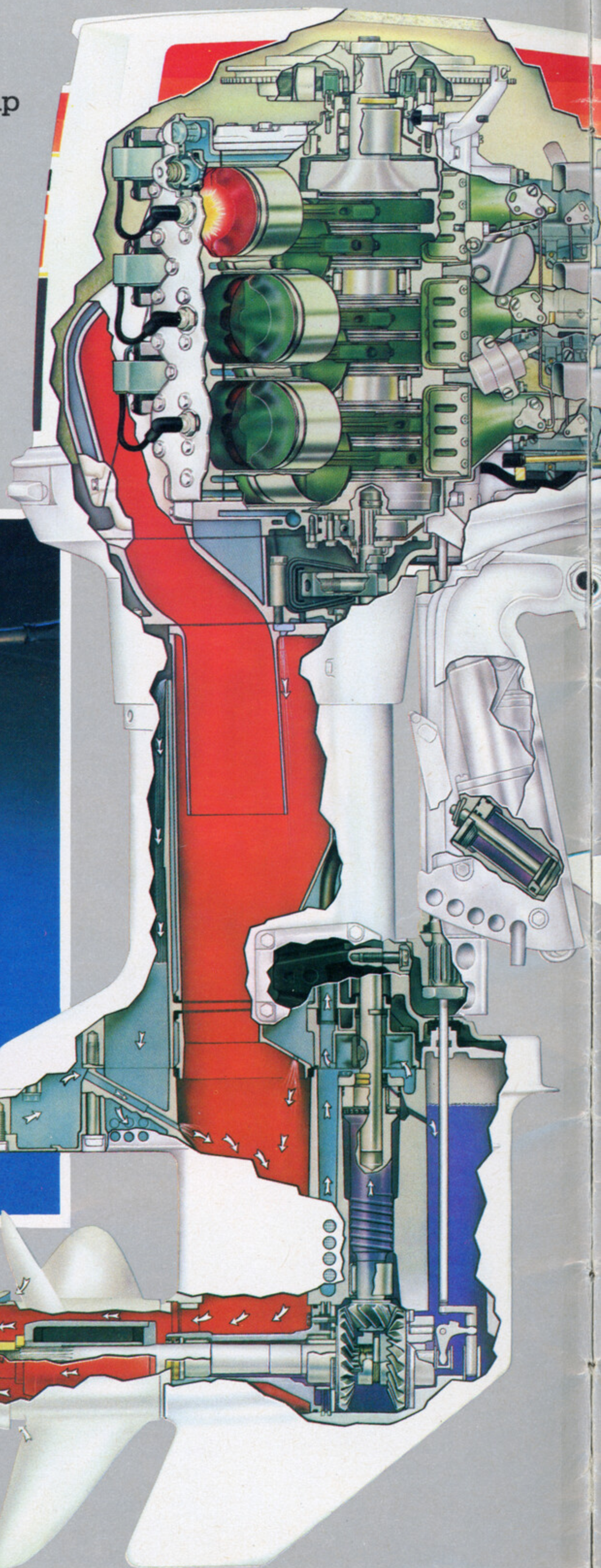
The design of the Sea-Horse symbol has changed through the years. But the challenges it represents remain the same: To meet the boater's need for dependable, efficient, innovative outboard power. And we've been meeting that challenge since 1921, when we built our very first outboard motor.



For this, the Golden Anniversary of the Sea-Horse, we present a line-up of Johnson® outboard motors we feel is unmatched in our history. Unmatched in efficiency and dependability. Unmatched in features, and in the customer benefits. Unmatched in the choice of power ranges . . . the broadest in our history.



From the Sea-Horse 235, the world's most powerful production outboard, to the little 2-hp, from the new Javelin® 100-hp outboard to the new 4, we feel the '79 line of Johnson motors is the finest ever to wear the 'Horse.



But there's much more behind our outboards than their Sea-Horse tradition. They're backed by a design and engineering commitment we feel is second to none in the industry. And our commitment to manufacturing excellence is best indicated by our new environmentally self-contained 9-acre die cast plant.

Quality control? At Johnson, quality is a way of life. One of every five employees is directly involved in the quality control process. And we run every Johnson outboard before it's released for shipment.



salt water or fresh, we test year 'round. With us, boating is not just a warm-weather thing.

We race in major competitions around the world, too, because we know racing offers as demanding a testing situation as any we could create in our lab. Many of today's proven features — features like MagFlash® electronic ignition and tuned exhaust — first earned their mark on the race course.

And every Johnson outboard is a two-cycle outboard. That means less weight, easier servicing, a simpler design with fewer components, and less onboard sacrifice of useable



Testing? At Johnson, every new outboard — and every new part of every outboard — undergoes long and strenuous testing before it's released for production.

We want to make sure they work before they start working for you.

We maintain two salt water testing centres in Florida, as well as the large Tech Centre in Waukegan. Hot or cold,

space, compared to most other forms of marine power.

The tradition of the Sea-Horse. It's 50 years of outboard leadership. And we think it's a big part of the reason why the world runs more Johnson® outboards than any other brand.

Johnson '79
SEA-HORSE

POWERFUL



Johnson's Top-Of-The-Line V-6s

Johnson Outboards pioneered the age of big outboard power for big boats three years ago, when it introduced its 200-horsepower Sea-Horse® V-6.

For '79, there's a choice of four — count 'em, four — V-6 Johnsons, from the 150-hp to the 235-hp, the world's most powerful production outboard.

Big bass boat, offshore fishing machine, high-performance runabout, whatever . . . there's a new Sea-Horse V-6 designed for your style of fun. Each gives you the convenience, performance and dependability of the two-cycle outboard motor, without the weight and onboard space penalties of other forms of big-boat power.

They have the get-up-and-go to pop a large hull up on plane, then throttle back to a fuel-efficient — yet movin' out — cruising speed. With enough power left "in the hole" for a fast run back to the harbor to beat the sunset.

The Johnson V-6s for '79. They're proven performers. With proven features. And new tough-tested refinements. The Sea-Horse 150, 175, 200 and 235. Big power for big boats on big water. That's what they're designed for. And that's what they deliver.





V-6S

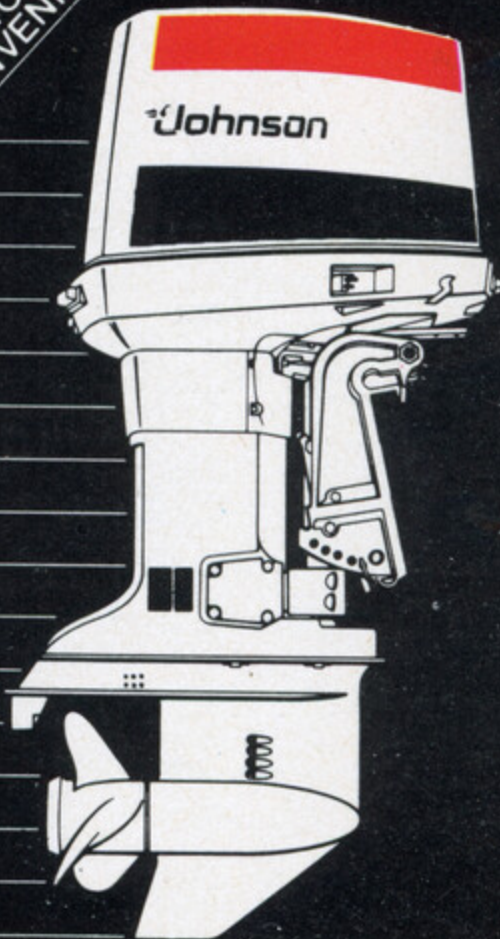


FEATURES

BENEFITS

- Full 90° V-6 Design
- Dual MagFlash CD Ignition
- Dual Tuned Exhaust
- Three Carburetors, Double-Drilled Ports
- Pressure-Back Piston Rings
- Water-Shield Silencing, Drainless
- Fuel-Saver Throttle Linkage
- Command Center Single-Lever Control
- Thru Tilt-Pin Steering
- Thru-Hub Exhaust
- Power Remote T'N'T Standard
- Pressure-Temperature Controlled Cooling
- Lyfanite Salt-Water Protection
- Extra-Long Models Available
- BIA  Certified Horsepower

	LONG LIFE	FUEL ECONOMY	HIGH SPEED THRUST	QUICK SURE STARTING	CLEAN QUIET RUNNING	OPERATOR CONVENIENCE
Full 90° V-6 Design	●		●			
Dual MagFlash CD Ignition	●		●			
Dual Tuned Exhaust		●	●			
Three Carburetors, Double-Drilled Ports		●	●			
Pressure-Back Piston Rings	●	●				
Water-Shield Silencing, Drainless				●		
Fuel-Saver Throttle Linkage		●				
Command Center Single-Lever Control					●	
Thru Tilt-Pin Steering					●	
Thru-Hub Exhaust			●		●	
Power Remote T'N'T Standard			●		●	
Pressure-Temperature Controlled Cooling	●	●				
Lyfanite Salt-Water Protection	●					
Extra-Long Models Available					●	
BIA  Certified Horsepower			●		●	



Engineering Close-Up

In an outboard, what you don't see when you're underway is just as important as what you do see. You don't see the motor's gearcase, for example, but it's down there, helping transfer the outboard's power into the boat's go-power.

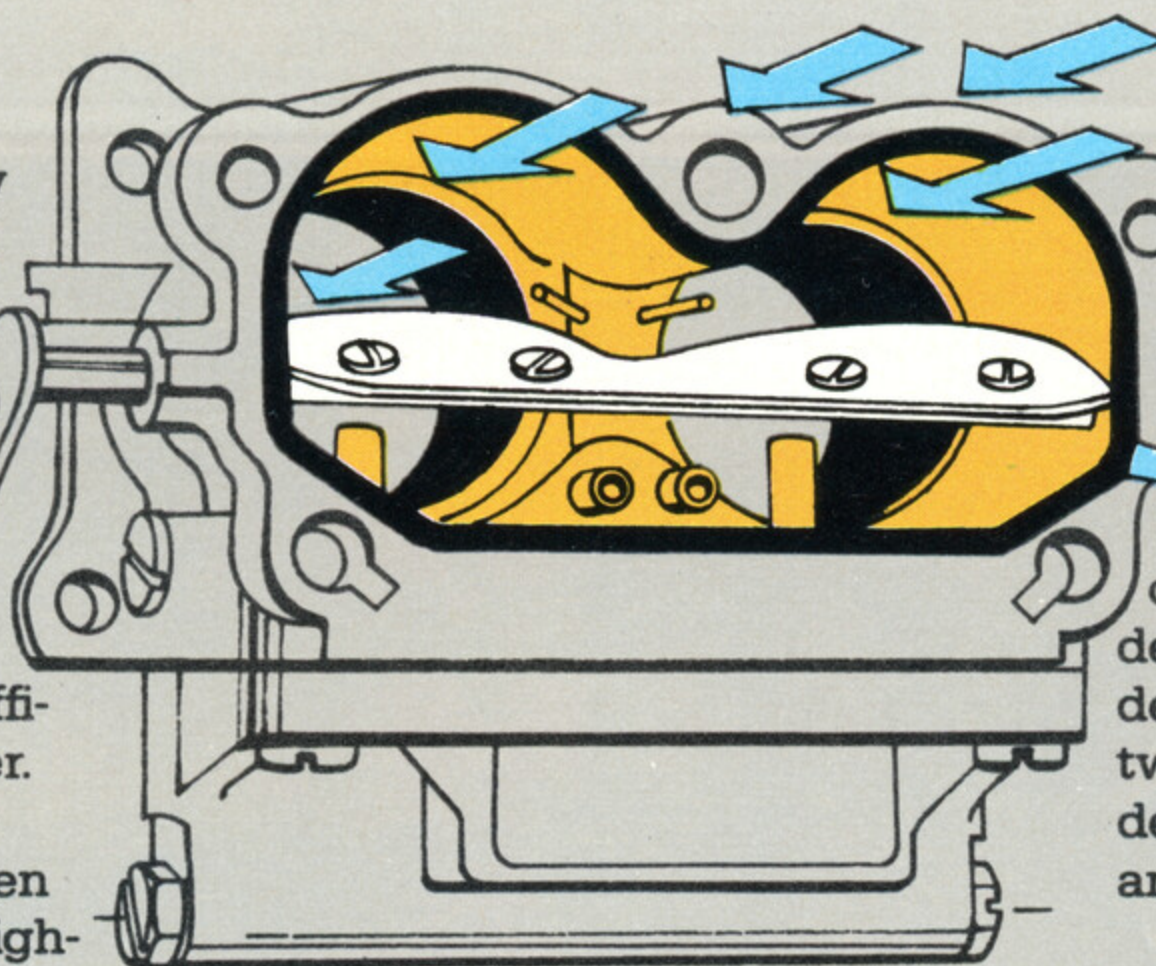
Every Sea-Horse V-6 has a redesigned gearcase, for more efficient use of the outboard's power. It's shorter, fore and aft, and the leading edge of the skeg has been moved rearward, for improved high-speed performance and stability.

The anti-ventilation plate has been streamlined, for better out-of-the-hole acceleration. And a new mechanical shifting system is simpler — yet as easy to operate as the more complicated power-assisted shifts.

New Command Center II Control

Johnson's Command Center II. It's all-new. And it's shipped with all '79 V-6s and V-4s, as well as the 75, 70 and 55. The Command Center™ single-lever control system is smaller, thinner, more compact than previous Johnson controls. It's easier to install, more convenient to use. Small in size, it's still big in features. The throttle and shift

control handle is redesigned, to better fit the hand. Standard features include key-switch electric start with push-key-to-choke convenience; warm-up lever; throttle friction adjustment; warning horn to indicate motor overheating; and quick, "plug-in" installation for such accessories as standard dashboard instruments.



90° V-Block

Johnson isn't the only outboard manufacturer building V-block outboards. But we are the only one building them with a 90-degree V design. After more than 20 years of V-outboard experience, we're confident this is the way to go. Our 90-degree block gives more room between the cylinder banks, for more design flexibility for the key intake and exhaust systems.

T'N'T Trim/Tilt

T'N'T power trim and tilt is standard on all Sea-Horse V-6s for '79. Its 15 degrees of trim adjustment and 65 degrees of tilt is controlled by a thumb-activated switch on the throttle lever of the new Command Center II control. The single-lever heavy-duty shock absorber and two hydraulic trim cylinders are tucked between the transom mounts, for a clean, out-of-the-way look. And the same unitized T'N'T unit is standard on all power trim V-4 models. (Accessory power trim kits are available for the 75, 70 and 55.)

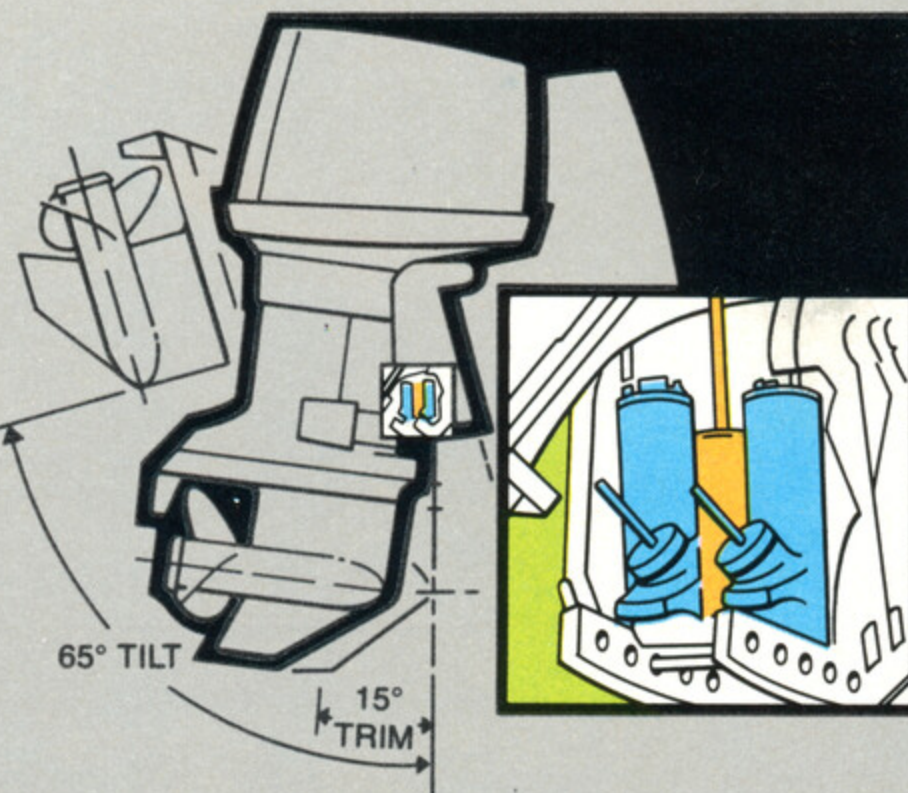
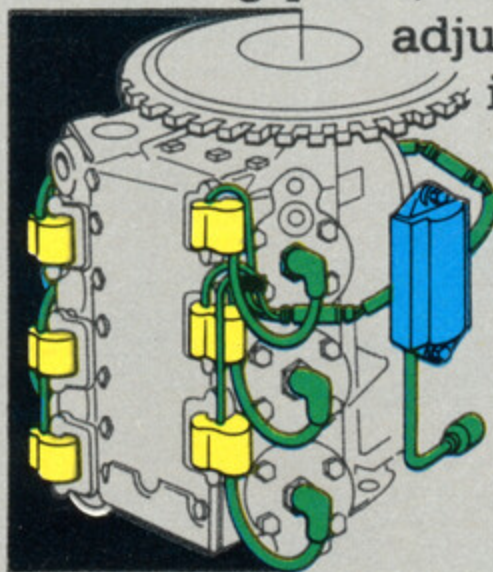
Fuel-Saver Carburetor

This year, the Fuel-Saver carburetor is standard on both the 235 and the 200, for more efficient mid-range fuel economy. Many carbs have just two calibration ranges: high- and low-speed running. The Fuel-Saver design provides a third, mid-range calibration, to allow precise mid-range settings (where most cruising is done). What it means to the boater is increased mid-range economy, with no loss of top-end efficiency.

MagFlash Ignition

Every new Johnson V-6 has dual MagFlash® electronic ignitions that deliver up to 37,000 volts to the spark plugs. Their high-rise coils deliver power to the plugs fast, for more low-speed efficiency. New to the V-6 ignition systems (and also available on all V-4s, the 75 and 70) is a "plug-in" capability for ignition coils and powerpacks, for faster servicing. MagFlash has no moving parts, doesn't need

adjusting. We think it's such a good ignition, we make MagFlash systems standard on all '79 Sea-Horse outboards®, 4-hp and up.



■ All '79 Johnson V-6s have dual exhaust systems, to deliver optimum exhaust tuning from all six cylinders, for more power.

■ All '79 Johnson V-6s have an improved choke design, for easier starting.

■ All '79 Johnson V-6s are available in both long (20-inch) and extra long (25-inch) shaft lengths.

PERFORMANCE



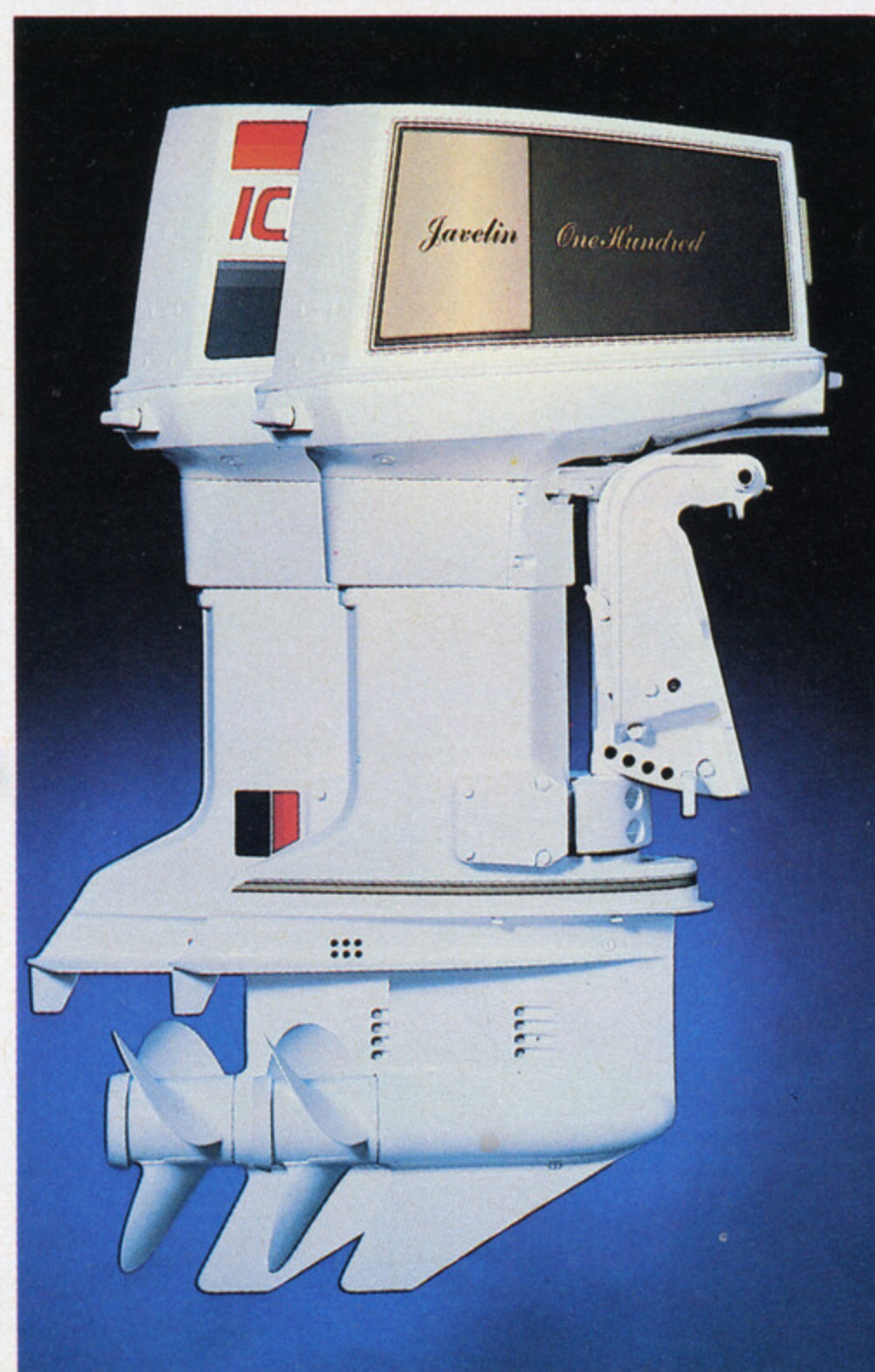
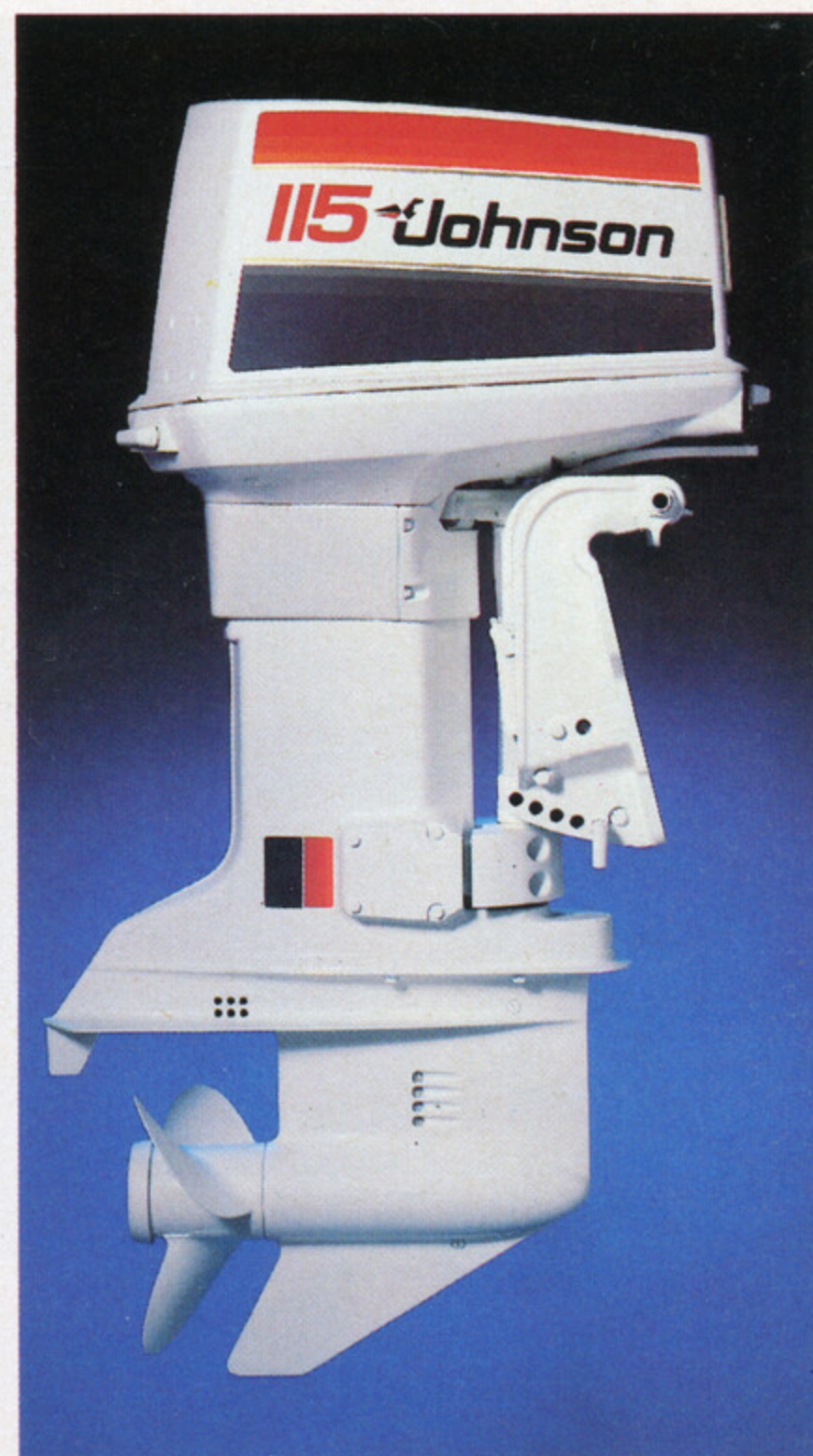
Johnson's Exciting V-4 Power

Performance. Dependability. Versatility. That's what is built into every one of the eight models of the world-famous line of Sea-Horse V-4s for '79. Chances are, there's one just right for your style of boating.

There's the new Javelin® 100, 15 horses stronger than last year, with all-new classic styling designed to complement just about any boat design. And a new standard 100-hp, too, with manual trim and conventional Sea-Horse styling (unitized T'N'T power trim and tilt is standard on the Javelin). There are improved models of the Johnson 140, 115 and 85, too, available in both power- and manual-trim versions.


Just as Johnson was the first to offer a V-6 outboard, so was it first with the V-4 design, back in 1958. That's 21 years of engineering and manufacturing experience no other outboard can offer. (It's an indication of how far the state of the outboard art has come that our first V-4, the 1958 50-hp, used a powerhead displacing 70.7 cubic inches. All '79 Johnson V-4s, including the 140, share the same displacement: Just 99.6 cubes.)

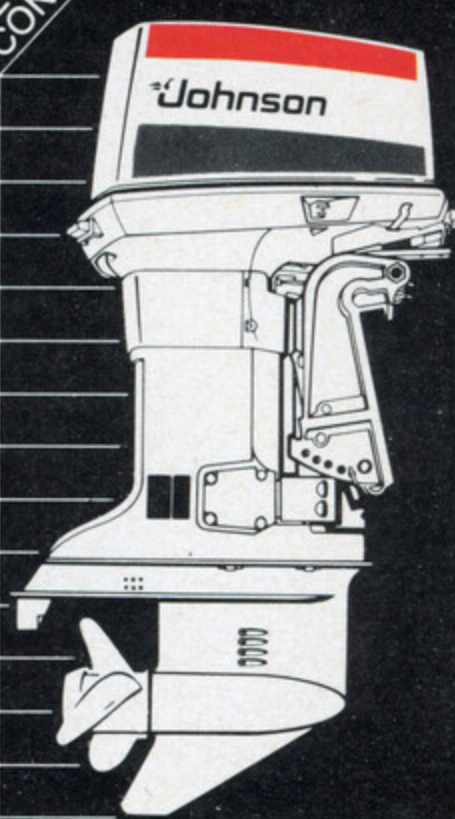
The Johnson V-4s for '79. Every one incorporates more than two decades of outboard design, know-how and experience. And they show it.



V-4S



FEATURES	BENEFITS							
	LONG LIFE	FUEL ECONOMY	HIGH SPEED THRUST	QUICK STARTING	SURE RUNNING	CLEAN QUIET OPERATOR CONVENIENCE		
Low-Profile V-4 Design	●		●					
MagFlash CD Ignition	●			●				
Tuned Exhaust		●	●					
Pressure-Back Piston Rings	●	●						
Water Shield Silencing, Drainless					●			
Fuel-Saver Throttle Linkage		●						
Command Center Single-Lever Control						●		
Thru Tilt-Pin Steering						●		
Easy-Tilt Shocks or Remote T'N'T Models			●			●		
Progressive Isolation Mount System				●		●		
Pressure-Temperature Controlled Cooling	●	●						
Lyfanite Salt-Water Protection	●							
Long Models Available							●	
BIA  Certified Horsepower			●				●	



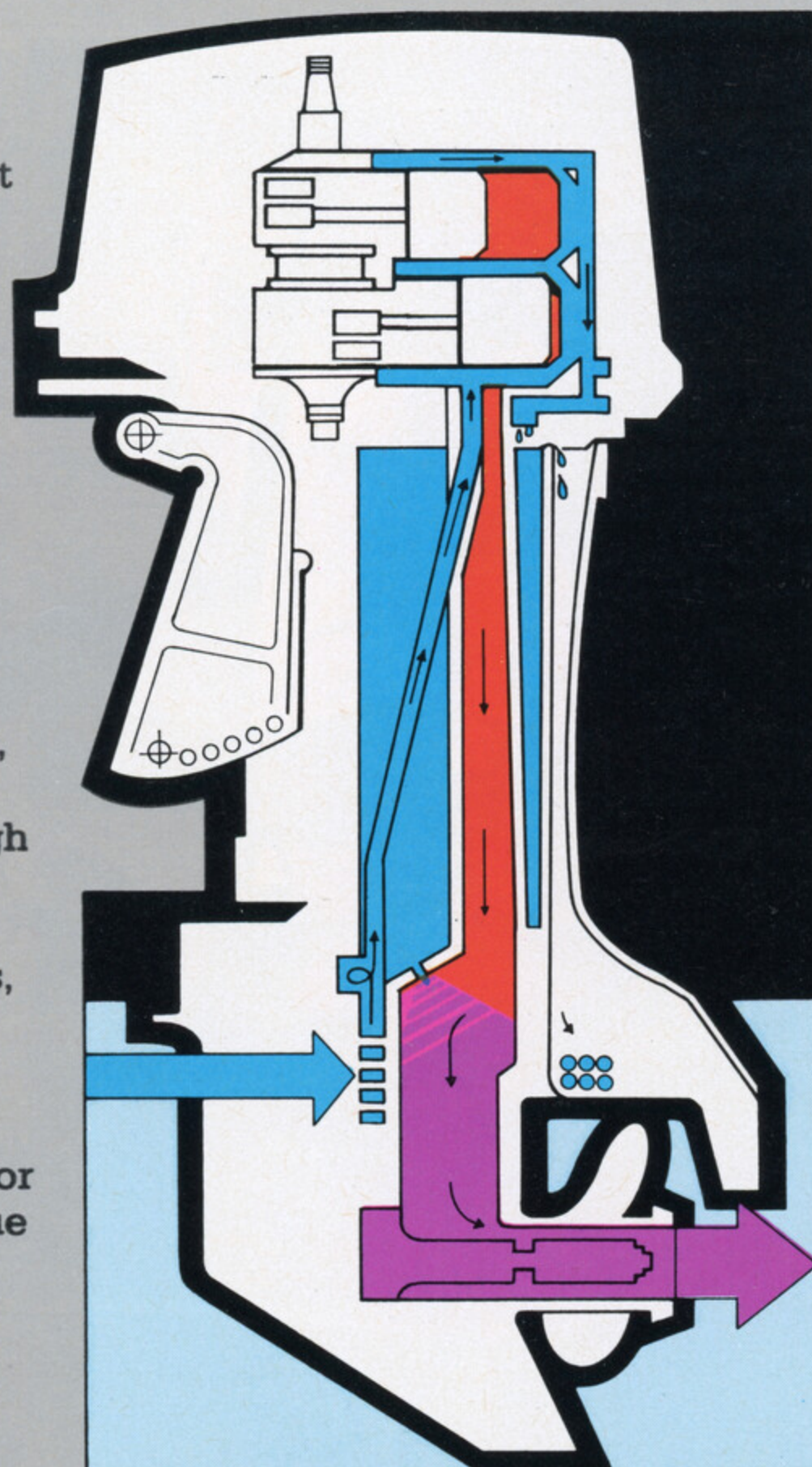
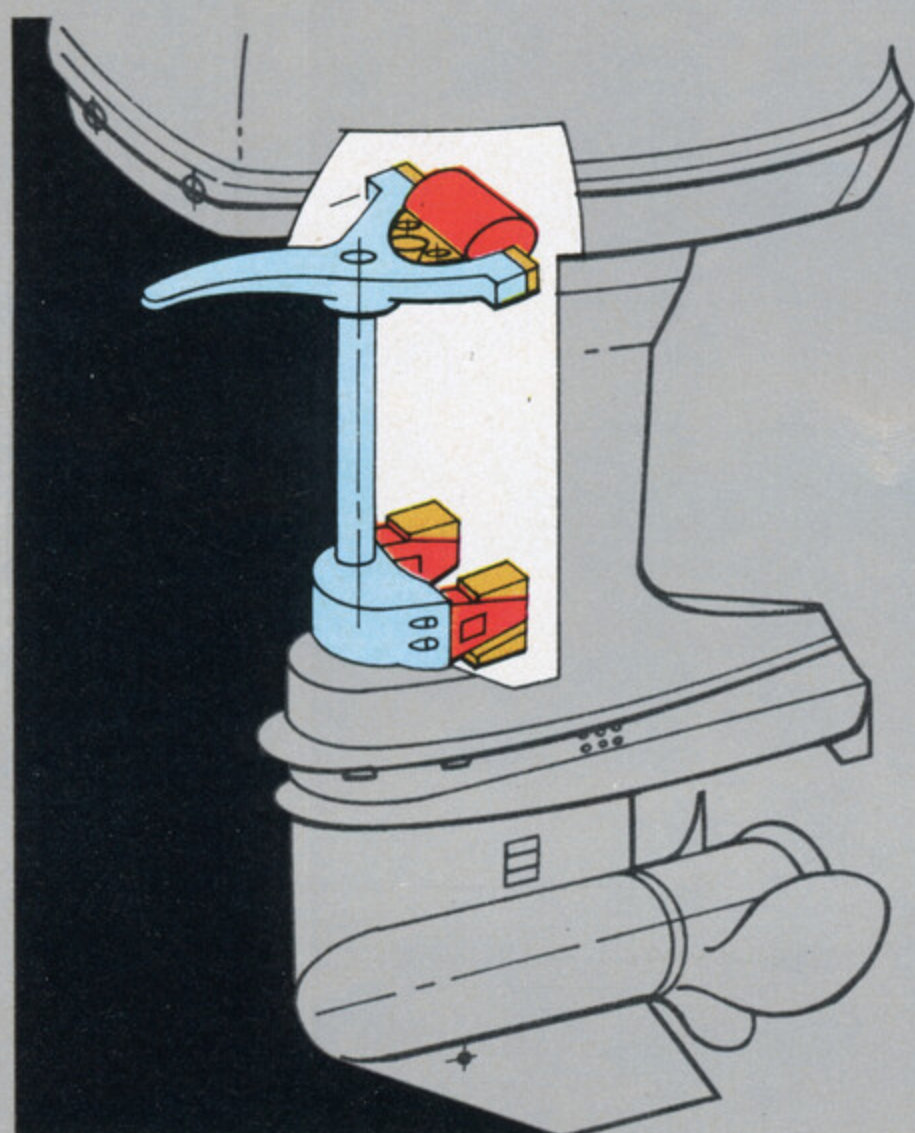
Engineering Close-Up

We want our outboards to run cool. And quiet. That's why Water-Shield silencing is standard on all '79 Johnsons, 9.9-hp and up (except the 20, 25 and 35). A blanket of flowing water surrounds most of the powerhead and exhaust system, to help muffle engine noise and cool the motor.

But most of the cooling work is done by Johnson's famous temperature- and pressure-controlled system. At idle and low speeds, when the motor's cool, a temperature sensor warms it up, fast. Then, at high running speeds, a pressure control takes over, increasing water circulation through the cooling system for cooler running. It's on all Sea-Horse V-4s, as well as on all other '79 Johnsons, 20-hp and up.

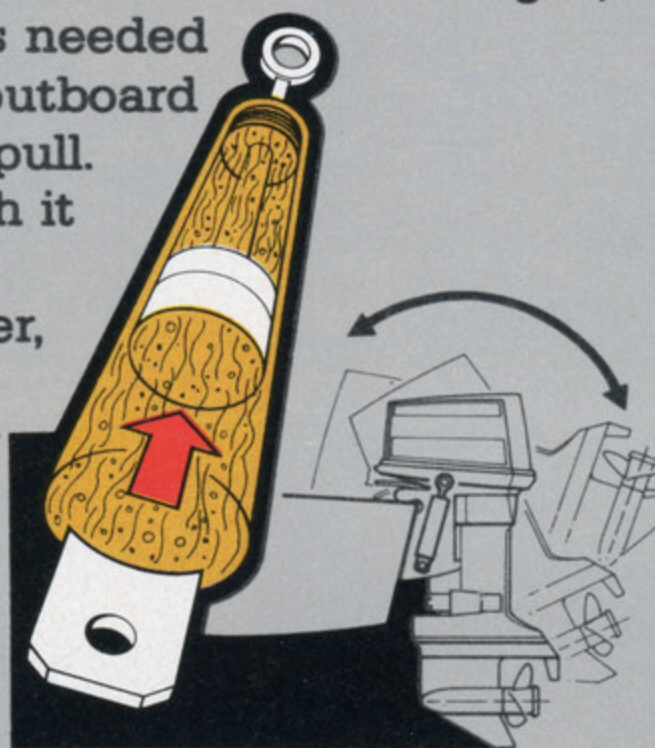
Progressive Isolation

Among boaters, Johnson V-4s and V-6s have a solid reputation for smoothness, thanks to their unique progressive isolation mounting design. The rubber mounting system is flexible at idle and low speeds, then firms up as the boat speed increases. Throughout the power range, it isolates motor vibrations from the boat for a quiet, comfortable ride.



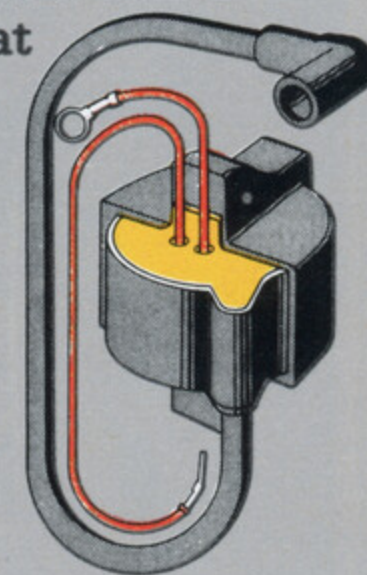
Easy-Tilt Shocks

Easy-Tilt shock absorbers are standard on all manual trim V-4s, the 70s and the long-shaft 75. If you've ever tried to tilt a large motor up to change a prop or beach a boat, you'll understand why. The shock absorber's cylinder uses a nitrogen-charged hydraulic fluid to counterbalance most of the weight, so all that's needed to tilt the outboard is an easy pull. And though it makes the tilting easier, Easy-Tilt's heavy-duty shock absorbing protection isn't sacrificed.



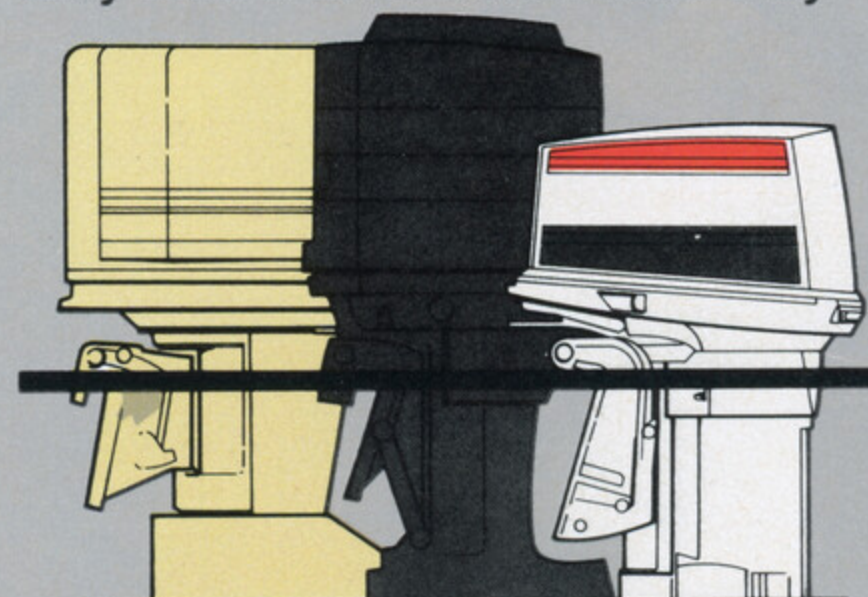
New Ignition Coil

The ignition coil is the heart of an outboard's starting system. For '79, an all-new rugged ferrite ignition coil is standard on MagFlash® ignition systems, 4-hp and up. It's what Johnson engineers call a "potted" coil, one that is completely sealed, so it's durable and corrosion-resistant. And it delivers a faster rise time and longer lasting spark than previous coils, for improved starting and running.



Low Profile Design

Every new V-4 Sea-Horse has a low-profile design. Just like every V-4 we've ever built. The powerhead extends only 18 inches above the transom . . . nearly ten inches lower than some competitive motors with similar power. They're down out of the way of a fishing cast or water ski tow rope. Their low center of gravity means easy, stable handling. And we just think they look a little better that way.



- All new V-4s now have the same main bearings as the V-6s, for improved crankshaft and bearing durability.
- All new V-4s have the same type of new streamlined gearcase found on the '79 V-6s, for improved stability and performance.
- The Javelin 100 is available with factory-installed T'N'T power trim and tilt only. The 140, 115 and 85 are available with power trim or manual trim. The standard-styled 100 comes with manual trim only.

EXCELLENCE



Johnson's Versatile 'Loopers'

We call them our "Loopers." Boaters call them "the versatile ones." The new race-styled Stinger™ 75, the Sea-Horse 70 and 55, and the rugged workhorse 50. They've earned a reputation for performance and durability around the world. Maybe that's why they're some of the most popular outboards we make.

Like to fish? Race? Ski or cruise? Earn your living with an outboard? Then there's a '79 Looper designed with you in mind.

In a loop-charged outboard, the combustion chambers are domed, the exhaust ports matched, the piston tops flat. The result is an efficient looping flow of fresh fuel into the cylinder, one which quickly pushes the exhaust out into the tuned exhaust system. In outboards of this power range, we're confident it results in more power from less fuel, compared to conventional combustion systems.

Johnson introduced loop charging to Canada back in 1968. We've been refining it ever since.

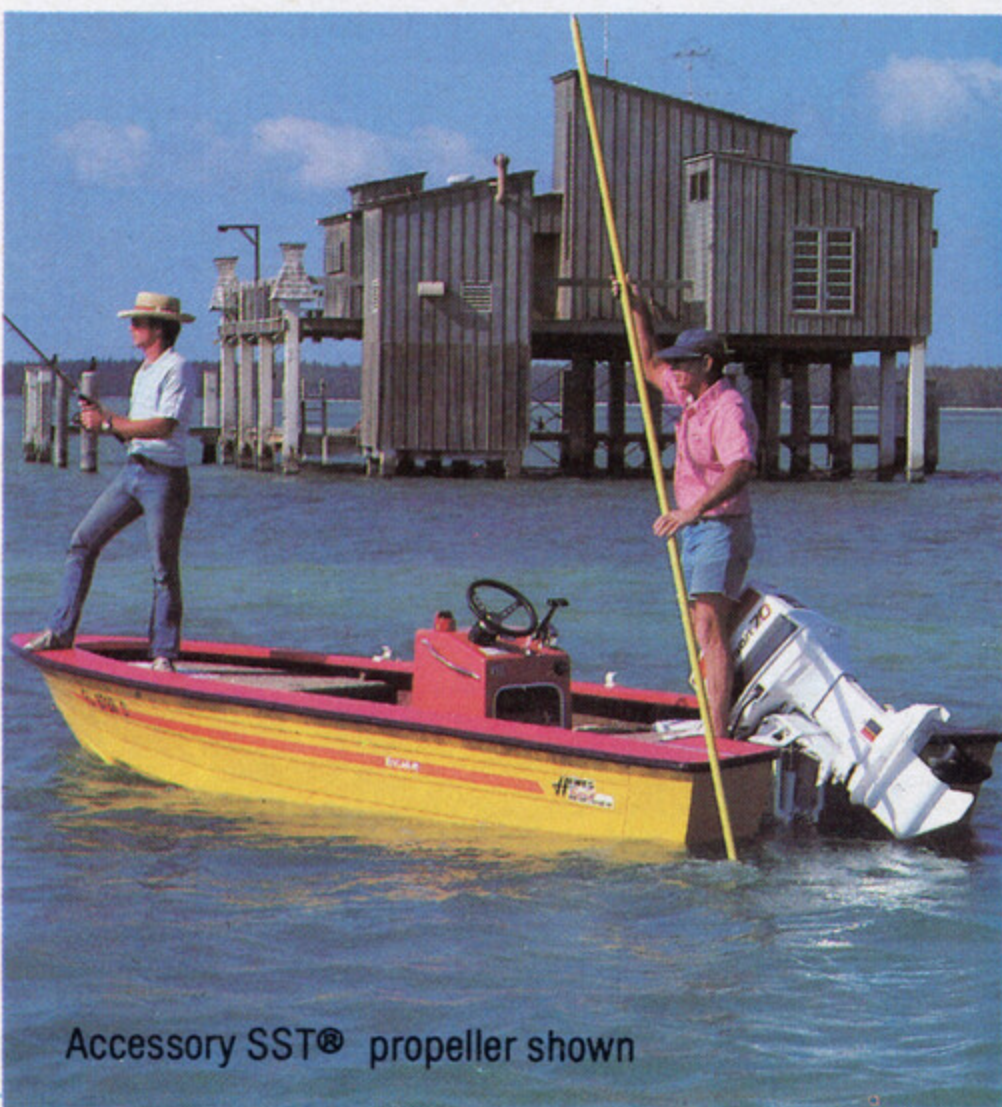
Item: The twin-cylinder Sea-Horse 50 and 55 have new cylinder sleeves and cylinder heads, for improved performance throughout the speed range.

Item: The three-cylinder 70 and 75 have new intake and exhaust manifolds, for better mid-range performance.

The Johnson Loopers for '79. There's something for everyone in the new Sea-Horse 50, 55, 70 and the white-hot Stinger 75. Performance. Dependability. Economy. And, after all, isn't that what every outboarder is looking for?



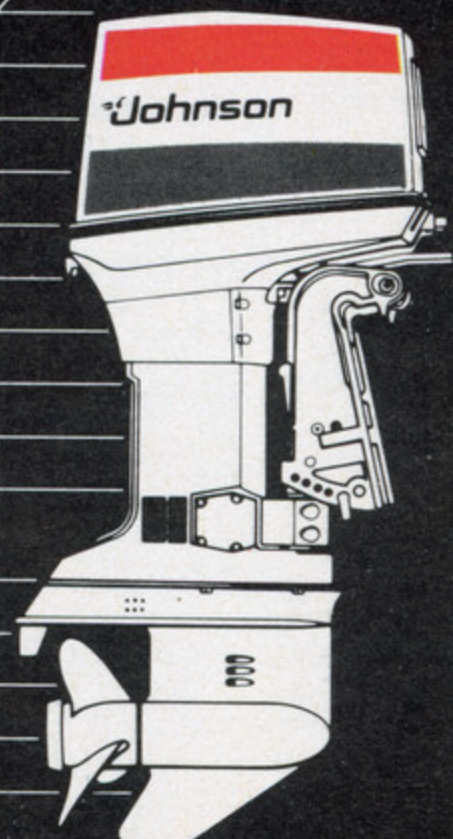
'LOOPERS'



FEATURES

BENEFITS

	LONG LIFE	FUEL ECONOMY	HIGH SPEED THRUST	QUICK, SURE STARTING	CLEAN, QUIET RUNNING	OPERATOR CONVENIENCE
3-Cylinder (75 & 70 HP); 2-Cylinder (55 & 50 HP)	●	●	●			
Loop-Charged		●				
MagFlash CD Ignition	●		●			
Tuned Exhaust		●	●			
Pressure-Back Piston Rings	●	●				
Water-Shield Silencing, Drainless				●		
Fuel-Saver Throttle Linkage		●				
Command Center Single-Lever Control					●	
Thru Tilt-Pin Steering					●	
Easy-Tilt Shocks; Optional Remote T'N'T (70 & 75 Long HP)			●		●	
Thru-Hub Exhaust			●	●		
Pressure-Temperature Controlled Cooling	●	●				
Progressive Isolation System (75 & 70 HP)				●		
Lyfanite Salt-Water Protection	●					
BIA Certified Horsepower			●		●	



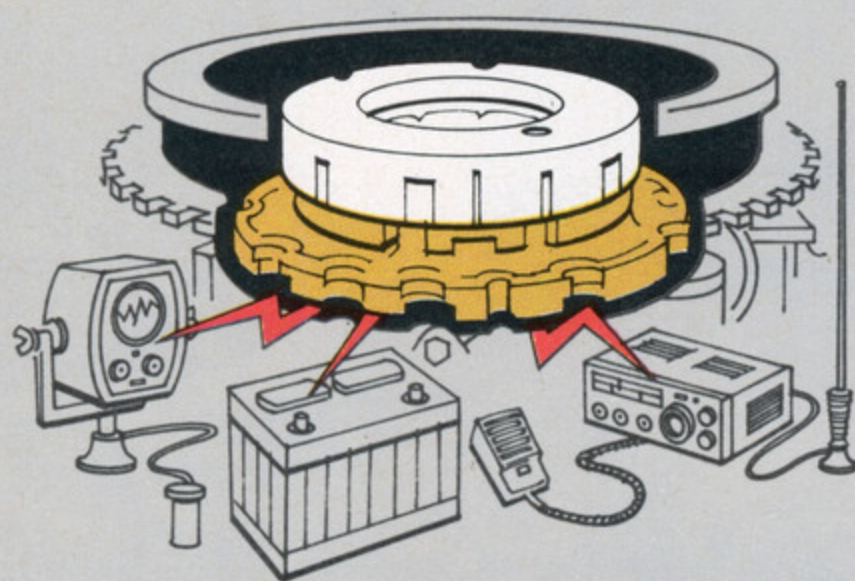
Engineering Close-Up

At Johnson, we know that small design changes often deliver big benefits. Nowhere is this more evident than in the Sea-Horse Loop-Chargers® for '79.

Take the 50 and 55. We've added a small booster port, for improved air/fuel flow. For better exhaust flow, there are two new exhaust ports per cylinder. The shape of the piston dome and cylinder head were re-designed, for more efficiency. All combine for increased performance throughout the power range.

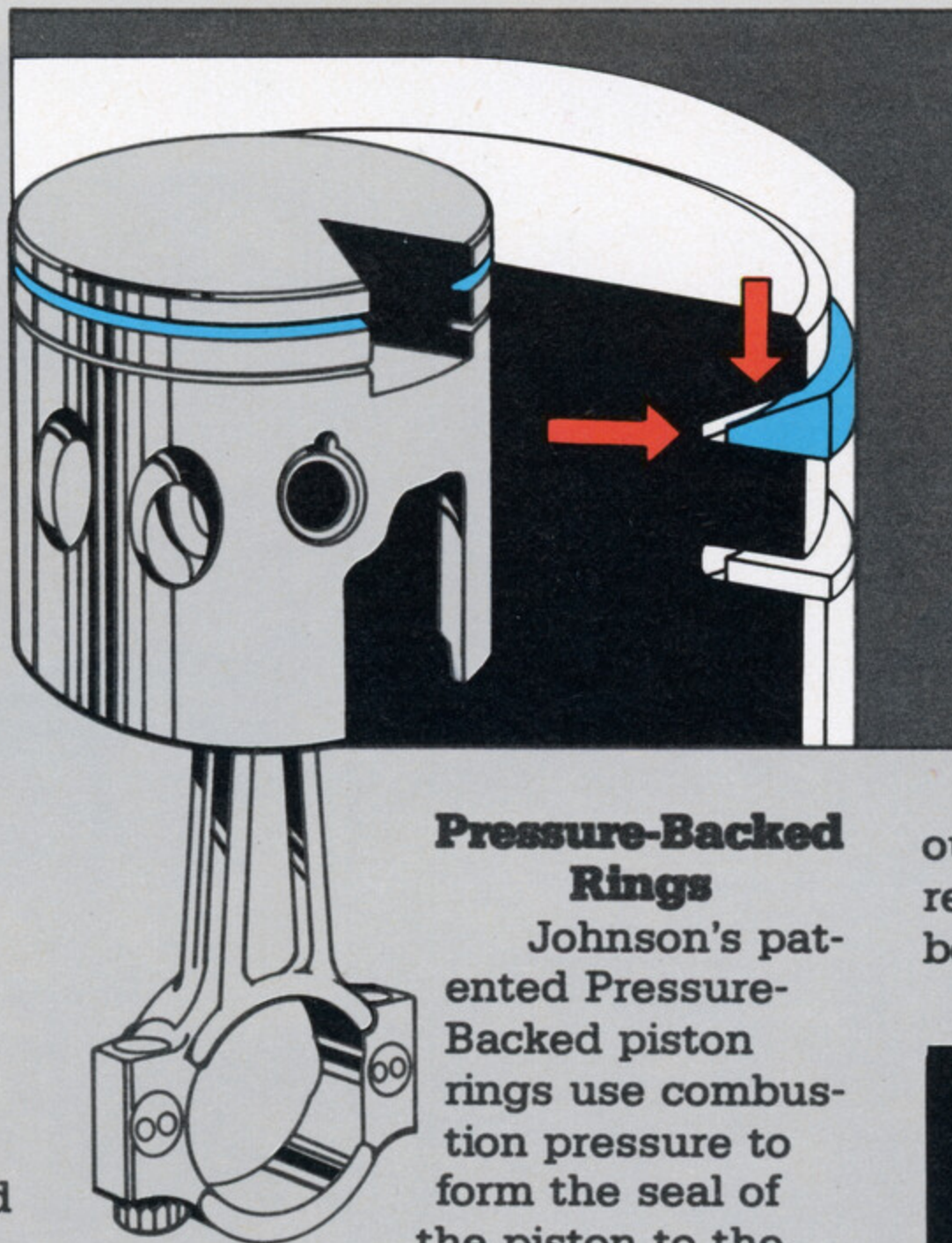
We didn't sacrifice strength for performance, either. The water pump has a new roller drive mechanism, to reduce wear and strengthen the driveshaft. The forward bearing housing and forward gear needle bearings have been beefed up, too.

We didn't let the Stinger 75 and 70 stand pat, either. Both have newly designed intake and exhaust manifolds, as well as carburetor improvements. The 70 has a new inner exhaust tube. The Stinger has been fitted with a larger carburetor. It all adds up to improved mid-range performance, compared to last year's models.



Alternator

We know more and more boaters are rigging their boats with electric-powered accessories. That's why every electric-start Sea-Horse has a flywheel alternator as standard equipment. There's a 5-amp alternator on all electric start models, 9.9 through 55; a 6-amp alternator is on the 70, 75 and manual trim V-4s. A 10-amp alternator is standard on all power trim V-4s and V-6s.

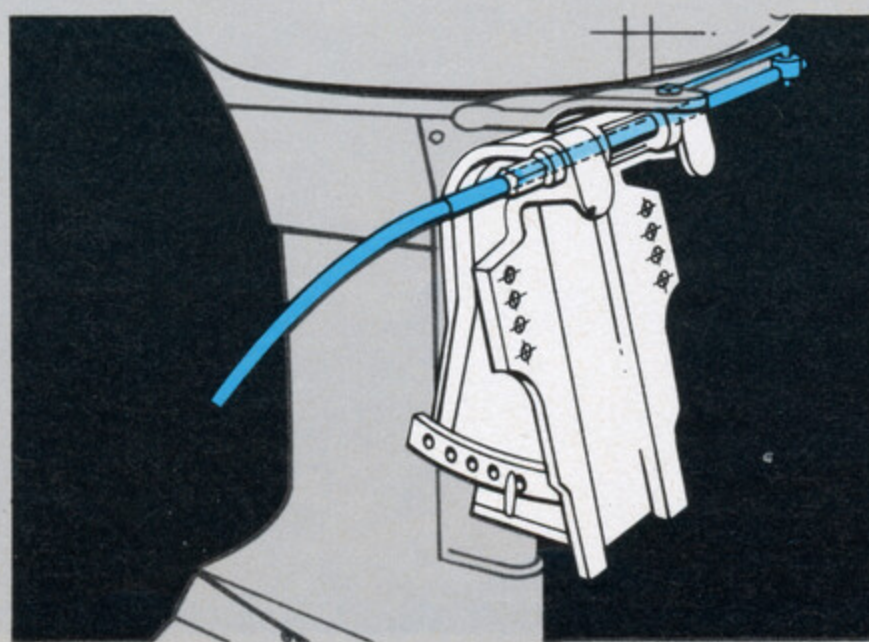


Pressure-Backed Rings

Johnson's patented Pressure-Backed piston rings use combustion pressure to form the seal of the piston to the cylinder walls. This keeps the pressure in the combustion chamber, so power doesn't leak out. And it does its job so well, only two rings are required per cylinder. The result? Power, fuel efficiency — and a cooler running engine, with less friction and wear. Pressure-Backed rings are standard on all '79 Johnsons, 9.9-hp and up.

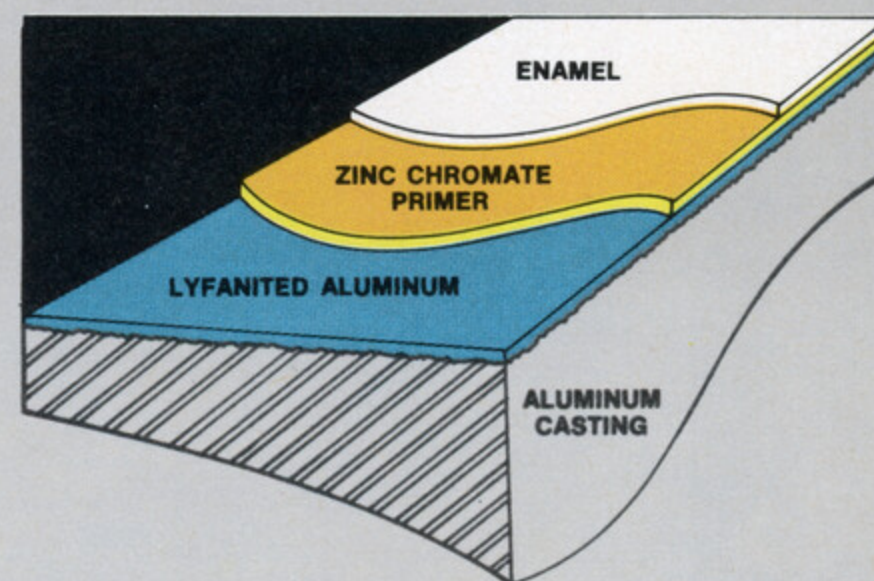
Tilt-Pin Steering

Everyone likes that feeling when the boat responds to the turn of the wheel. That's why tilt-pin steering is standard on all '79 Johnsons, 35-hp and up (except the short shaft 75). The cables are hooked directly to the motor through integral connectors at the tilt pins.



Corrosion Protection

There's a lot of talk these days about outboard corrosion protection. At Johnson, we don't just talk about it. We do something about it. It's called "Lyfanite,*" and it's part of every new Johnson outboard. Lyfanite is a blend of chromates and other chemicals designed to give aluminum parts a protective coating of oxide of chromate. Add the special metal and paints we use in the final finish, and it's easy to see why Johnson outboards have a well-earned reputation as corrosion fighters in both salt water and fresh.



*Lyfanite is a trademark of Nielson Chemical Company, Detroit, Michigan.

■ The standard shaft Stinger 75 is a high-performance machine, designed for smaller high-performance runabouts and tunnel hulls. It's such a high-performance outboard, in fact, that it has won several national and regional championships in the CPBA's tough Class E competition during the past several years.

■ Definitely not a racing outboard — but a performance machine in its own right — is the workhorse 50. Available in 15- or 20-inch shaft models, the manual-start 50 has such durability features as heavy-duty, one-piece gearcase, fixed carb jets, MagFlash electronic ignition, heavy-duty fuel pump and tough SST® stainless steel propeller. When you depend on your outboard for your living, there's little room for compromise.

ACTION



Johnson's Compact Performance Machines

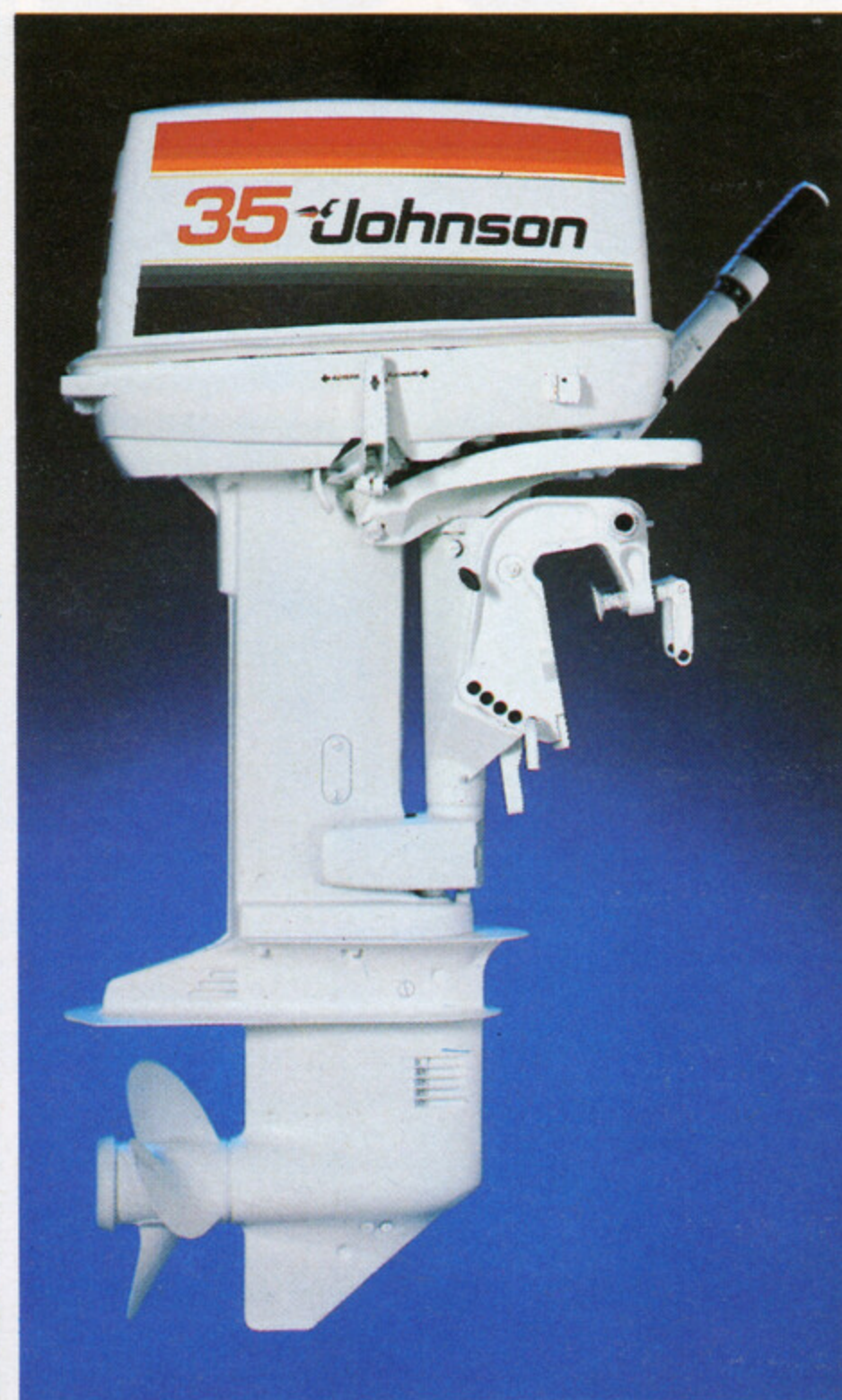
Johnson's Sea-Horse 35, 25 and 20hp for '79 are outboards right for their time. That's because more and more boaters are discovering that it doesn't take a big outboard to deliver big fun on the water.

They like the big-motor features and the small-motor economies the 35, 25 and 20 offer. Features like key-switch electric starting, standard on the 35 and 25 electrics. MagFlash electronic ignition. Full forward-neutral-reverse shifting.

Temperature and pressure-controlled cooling on the 35, 25 and 20. A strong-yet-simple 31.8-cubic-inch powerhead shared by these motors.

Economies like a stronger drive shaft in the 25 and 20, for durability. An improved cooling system, for even temperature distribution and long life. A corrosion-resistant water pump with replaceable stainless steel liner, to help take on the toughest of waters. A fuel-efficient carburetor.

The Johnson 35, 25 and 20 for '79. Fisherman, water skier, just plain boater...they know the Johnson Mid-Rangers meet the growing demand for performance and dependability in an economy power package.





MID-RANGERS

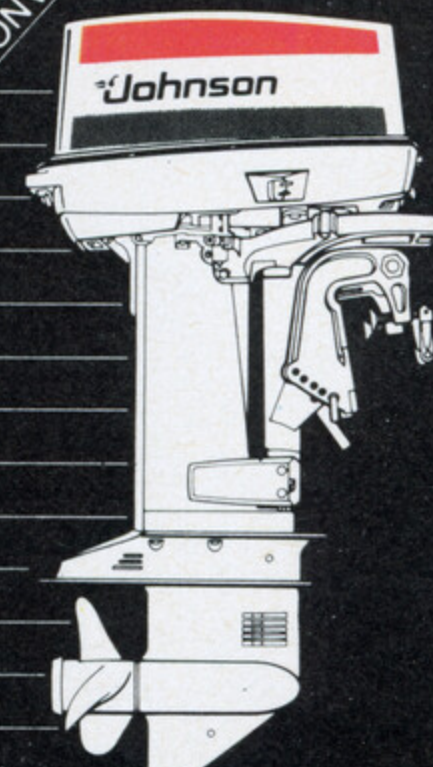


FEATURES

BENEFITS

- 2-Cylinder Design; Electric or Manual
- MagFlash CD Ignition
- Pressure-Back Piston Rings
- Sealed Powerhood, Drainless
- Fuel-Saving Throttle Cam
- Plastic Water Pump, Steel Liners
- Thru Tilt-Pin Steering (35 HP)
- Thru-Hub Exhaust (35 HP)
- Shallow Water Drive
- Pressure-Temperature Controlled Cooling
- Co-Pilot Steering Adjustment
- Lyfanite Salt-Water Protection
- BIA  Certified Horsepower

	LONG LIFE	FUEL ECONOMY	HIGH SPEED THRUST	QUICK SURE STARTING	CLEAN QUIET RUNNING	OPERATOR CONVENIENCE
2-Cylinder Design; Electric or Manual	●		●		●	
MagFlash CD Ignition	●	●		●		
Pressure-Back Piston Rings	●	●				
Sealed Powerhood, Drainless				●		
Fuel-Saving Throttle Cam		●				
Plastic Water Pump, Steel Liners	●					
Thru Tilt-Pin Steering (35 HP)					●	
Thru-Hub Exhaust (35 HP)			●	●		
Shallow Water Drive					●	
Pressure-Temperature Controlled Cooling	●	●				
Co-Pilot Steering Adjustment					●	
Lyfanite Salt-Water Protection	●					
BIA  Certified Horsepower		●			●	

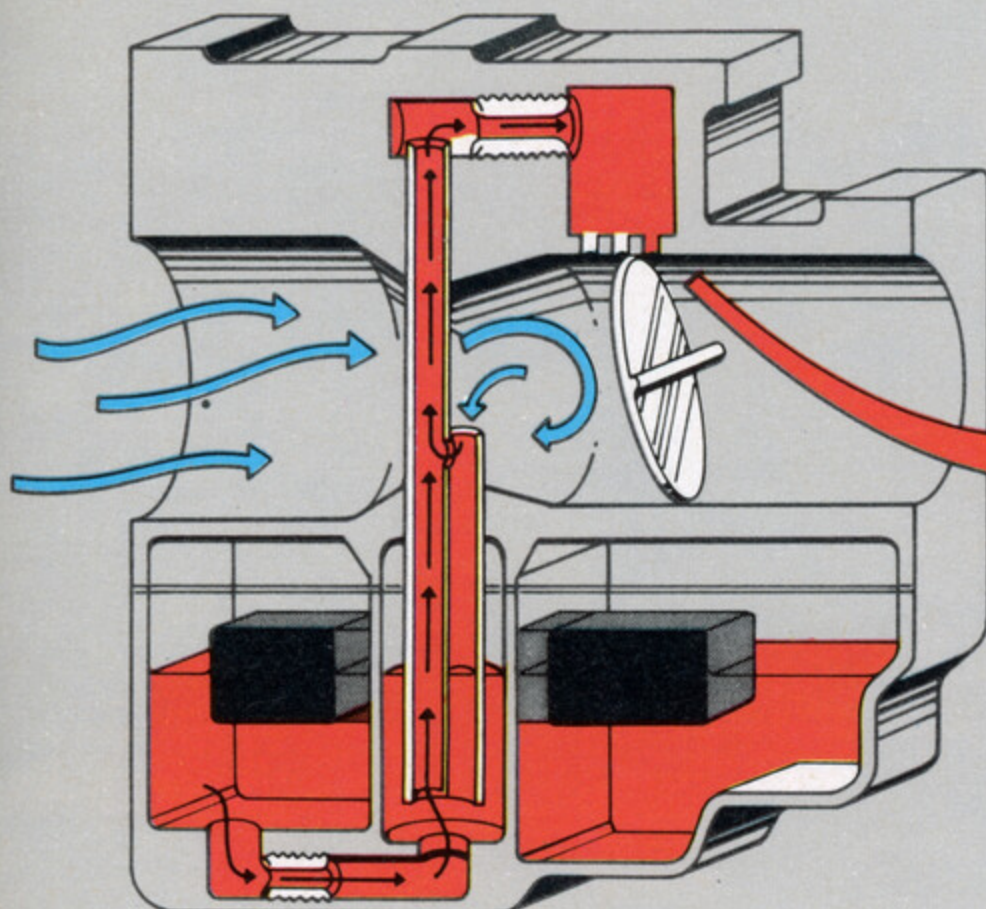


Engineering Close-Up

The carburetor is near the center of any outboard's power system. It's what mixes the fuel with the air, then meters the combustion charge into the powerhead. For '79, Johnson engineers have made what they call an "emulsion carburetor" standard on most models, 4-hp to 235-hp (the 85, 100 and 115 excepted).

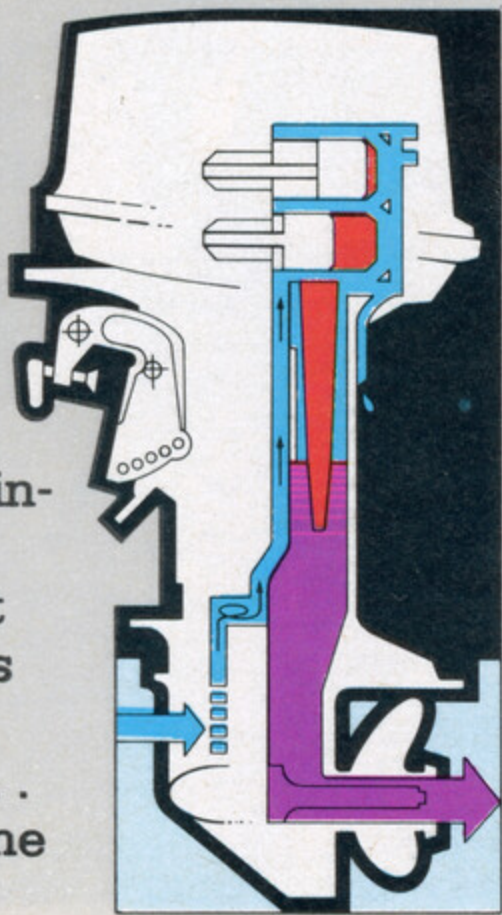
Technically speaking, the emulsion carb has a supplementary tube that allows the air to mix with the fuel to form a fuel emulsion *before* it enters the calibration area, for more consistent air/fuel mixing at starting and idling speeds.

What it means to the boater is easier explained: Better starting, better idling.



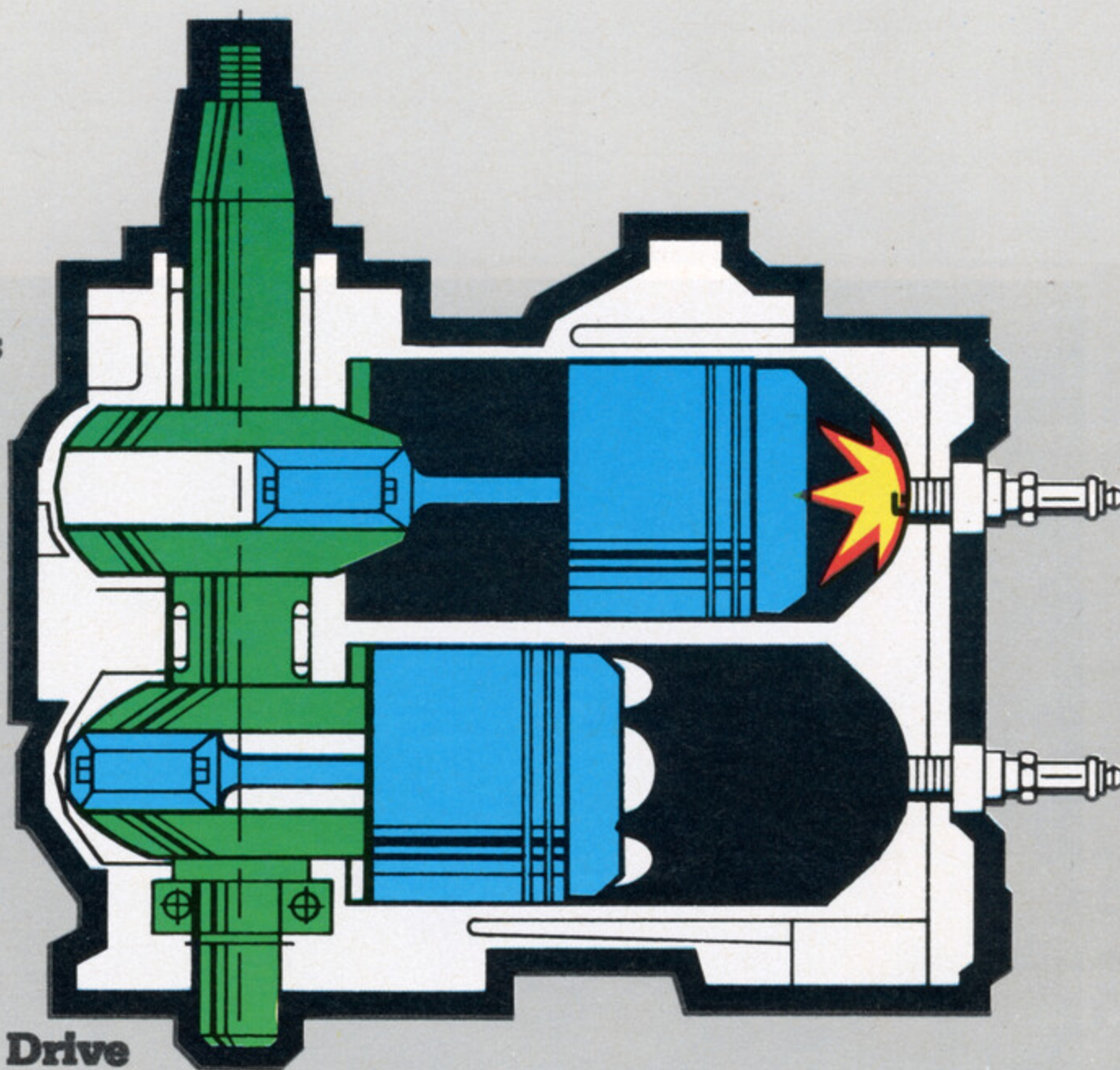
New Cooling System

The cooling system on the 35-, 25- and 20-hp has been improved—in the cylinder block, cylinder head and exhaust cover—to provide more even temperature distribution in the powerhead, to avoid internal "hot spots." What it means to you is efficient motor performance... and more engine reliability.



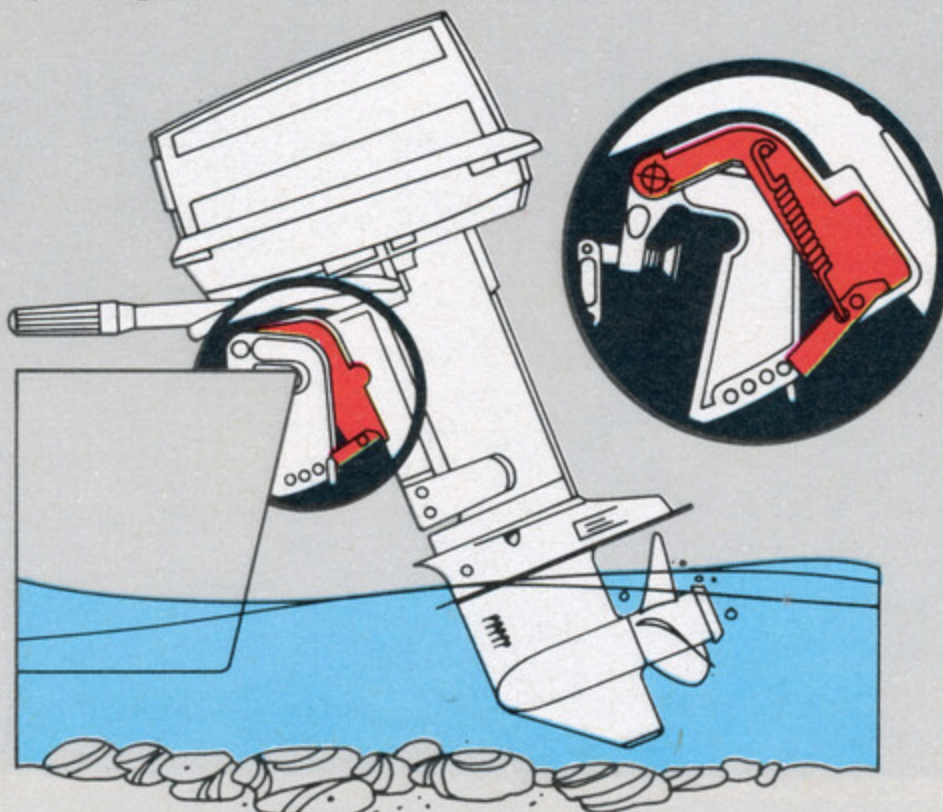
Crankshaft

The heart of an outboard motor is its crankshaft. *Every* Johnson crankshaft, in every Johnson outboard, is made of a super-hard steel alloy, ground to extremely close tolerances. And every Johnson crankshaft is counterbalanced, for smooth, quiet, durable running.



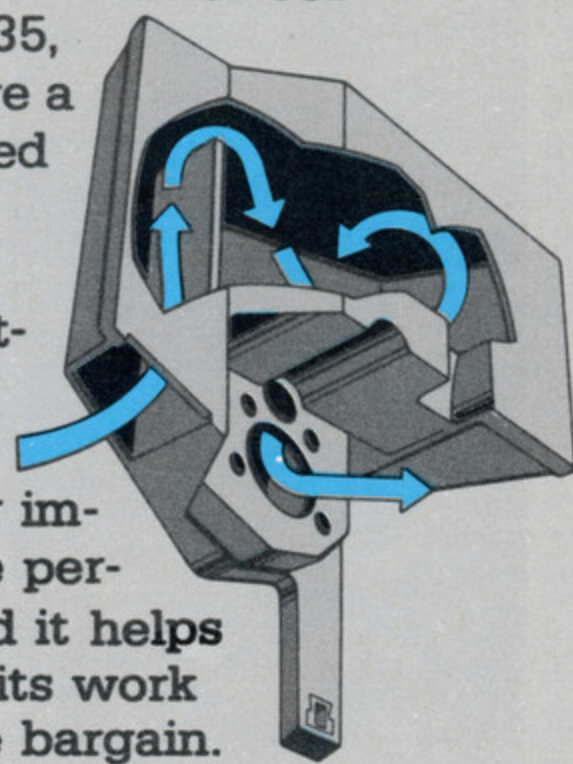
Shallow-Water Drive

Something old, something new. That's Johnson's famed shallow-water drive feature for '79. It's a proven fisherman's feature on the 35-hp that, this year, has been added to the 25- and 20-hp as well. We know lunker fish don't always hang out in deep water. That's why our shallow-water drive lets the angler chase 'em up into the shallows, too. A quick flip of the shallow water lock lever into the tilt position, an easy pull on the lifting handle... and the motor is automatically set at 18 degrees out from vertical. That's just enough to keep the prop and cooling system intake underwater. But it reduces the draft of a standard shaft outboard by nearly 4½ inches. That may not seem like much. But to the fisherman, it could mean the difference between a frying pan full of fish and an empty stringer full of lost-fish stories.



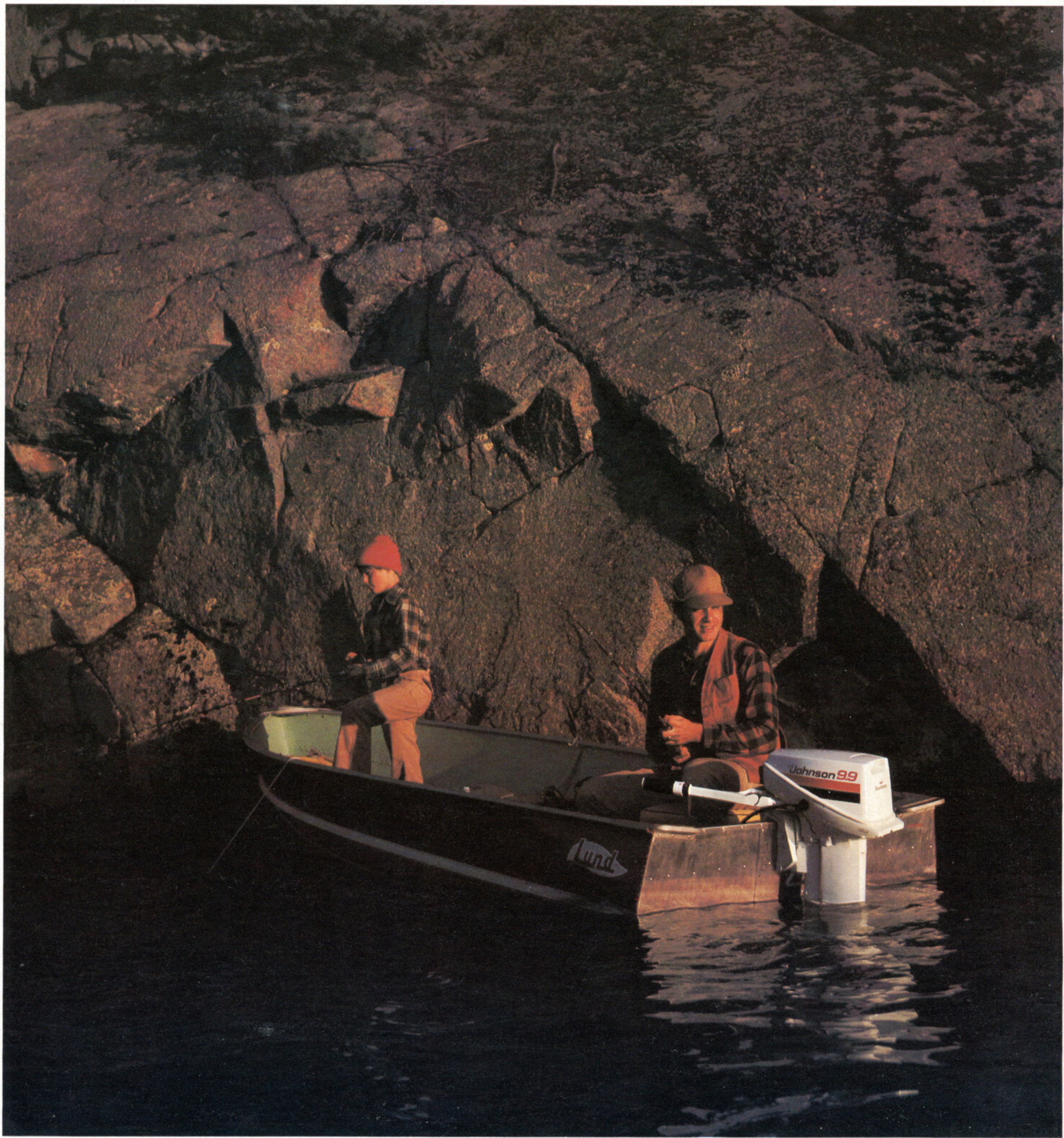
Air Flow Silencer

The new 35, 25 and 20 have a newly designed air intake silencer. It supplies a better flow of air into the carburetor, for improved engine performance. And it helps the motor do its work quieter, in the bargain.



- New this year to the Sea-Horse 20 and 25 is a corrosion-resistant water pump with replaceable stainless steel liner. The same pump is a continuing feature on the 35.
- The Johnson compacts can perform equally well on unleaded or leaded regular gasoline, mixed with OMC's 2-cycle oil (or equivalent) in a 50/1 gas/lubricant mix.
- All '79 Johnson outboards, except the 2 and the 4, have an overboard drain indicator to serve as a check on the motor's cooling system. If the water pump is pumping, a small visible stream of water will be discharged from the rear of the motor, down and away from the boat.

PORTABLES



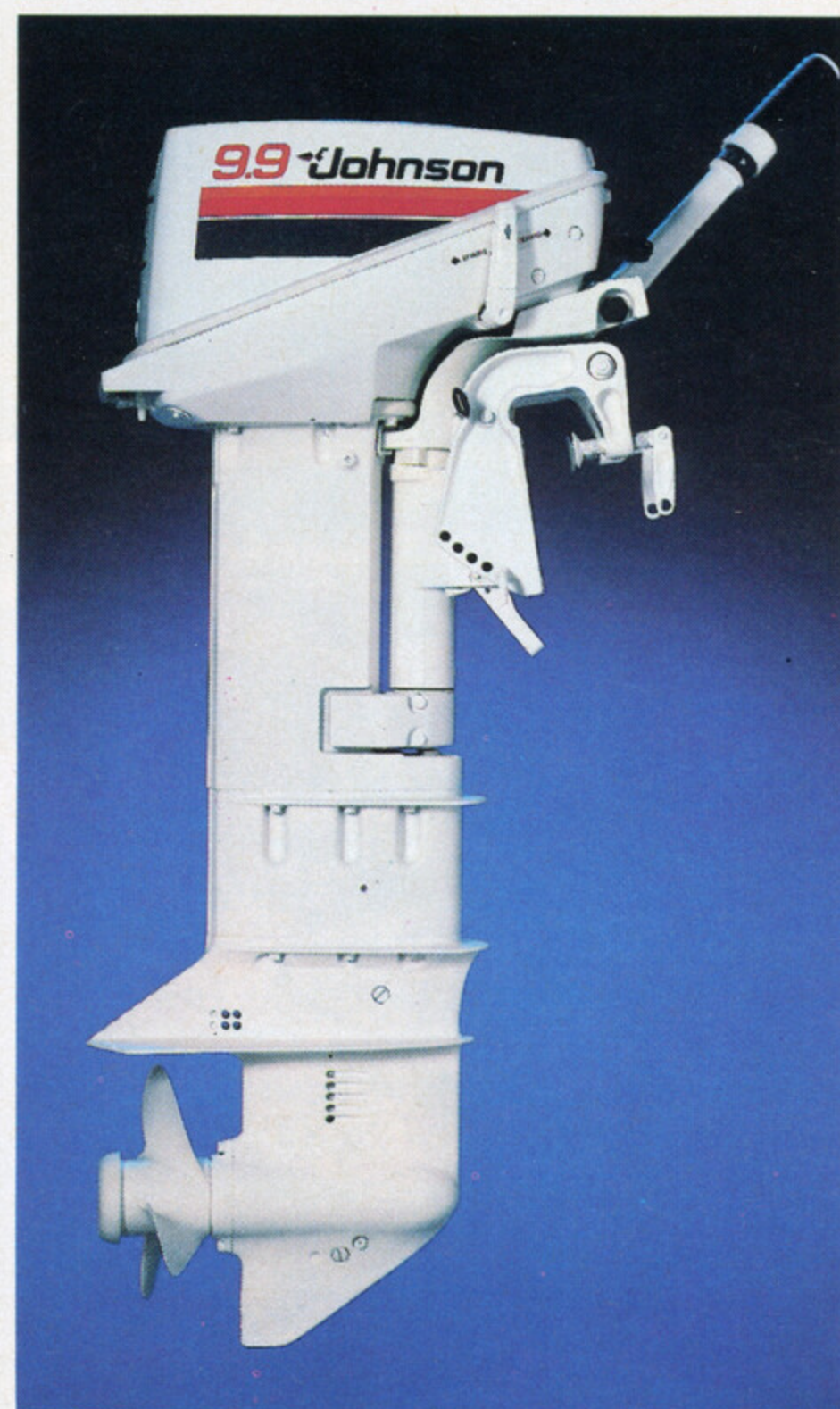
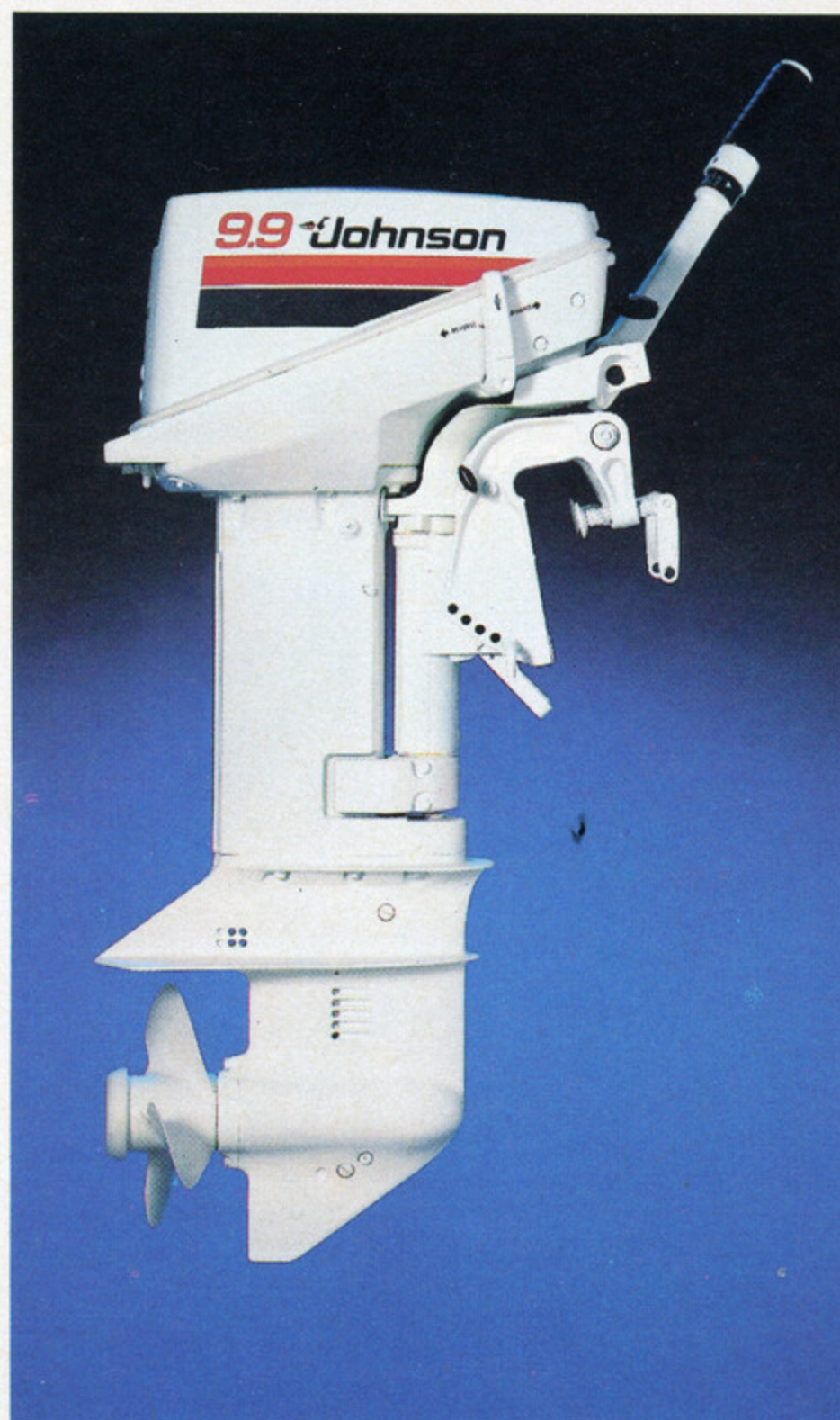
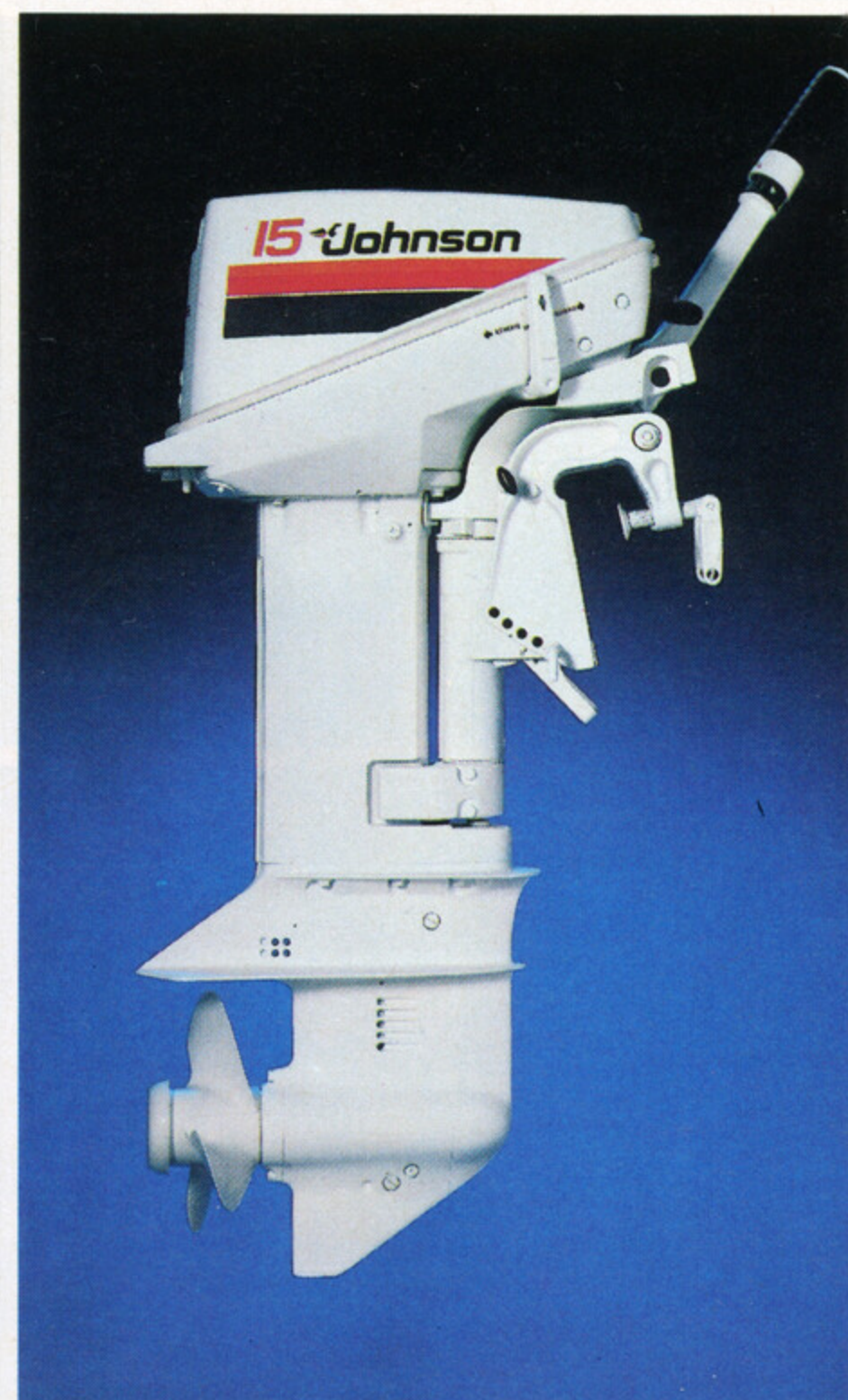
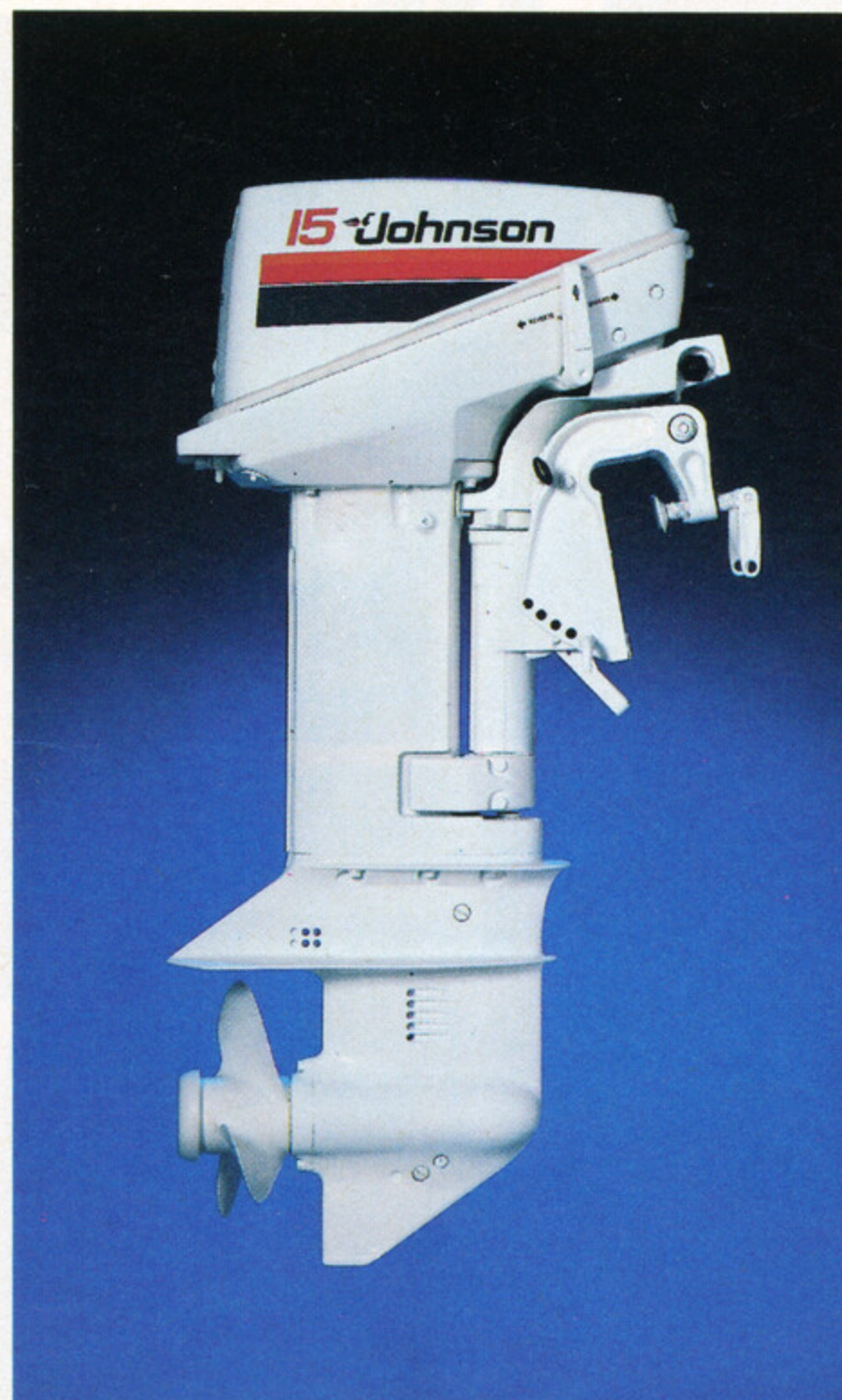
Johnson's Fishing and Sailing Machines

They're convenient. They're dependable. They're economical. They're powerful. And they're very, very portable. Maybe that's why the Sea-Horse 9.9-hp and 15-hp have earned such praise among fishermen and sailors alike.

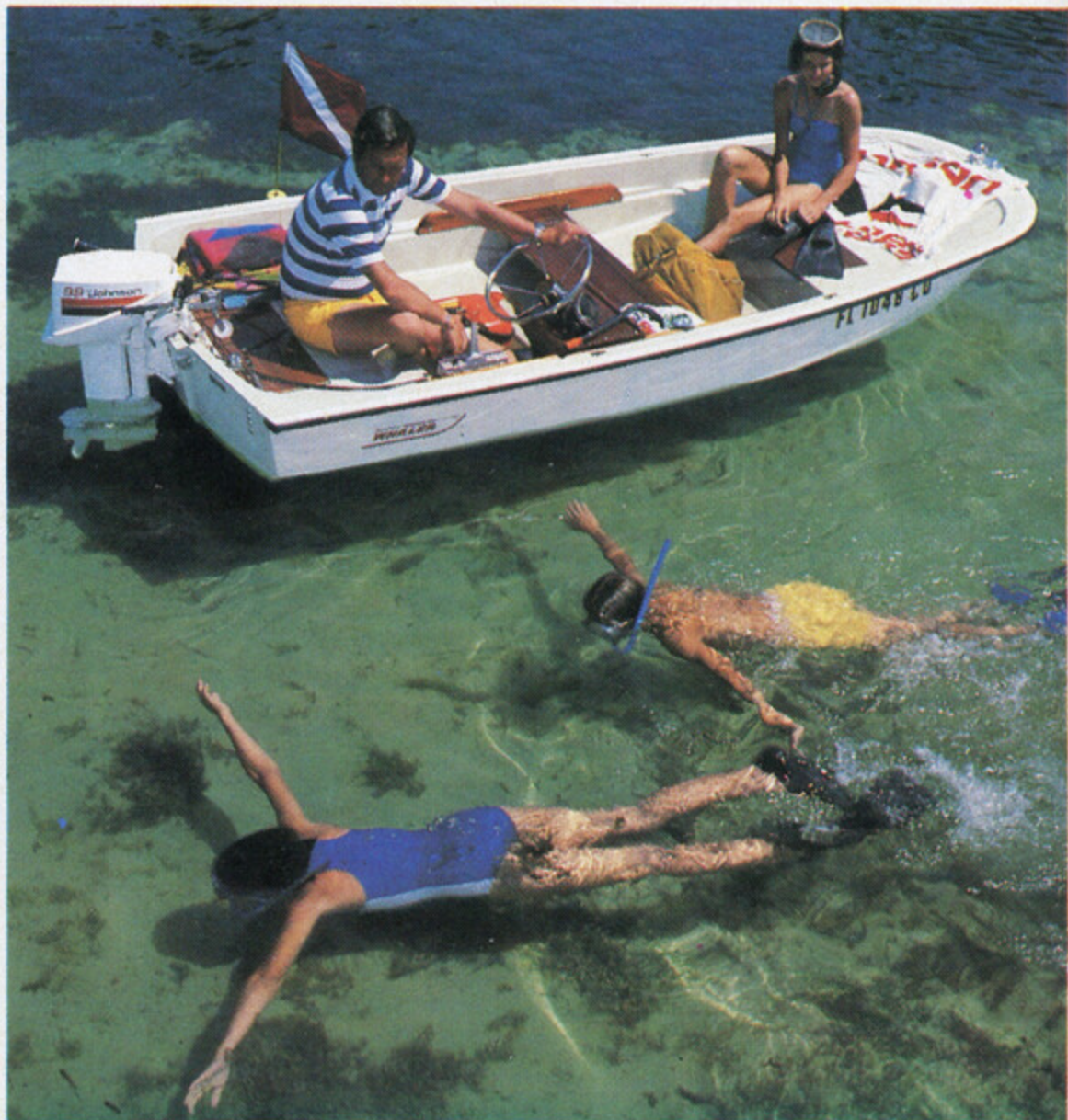
Both are available in electric-start or automatic-rewind manual-start models (the electrics have battery-free manual-start freedom, too). Both have full F-N-R shifting, and twist-grip throttle control on the tiller arm.

Both have such traditional Johnson features as MagFlash electronic ignition, Water-Shield silencing, shallow-water drive, programmed trail and tilt lock. And there's a full range of accessories for the 9.9 and 15 — from weedless and heavy-duty propellers to prop guards and top-mount starter handle kits — to let you adapt them to your own particular style of boating.

The Sea-Horse 9.9 and 15 for '79. Whether you like to fish, sail, or just putt around the pond, in outboards this size, we don't think you can do any better.





PORTABLES

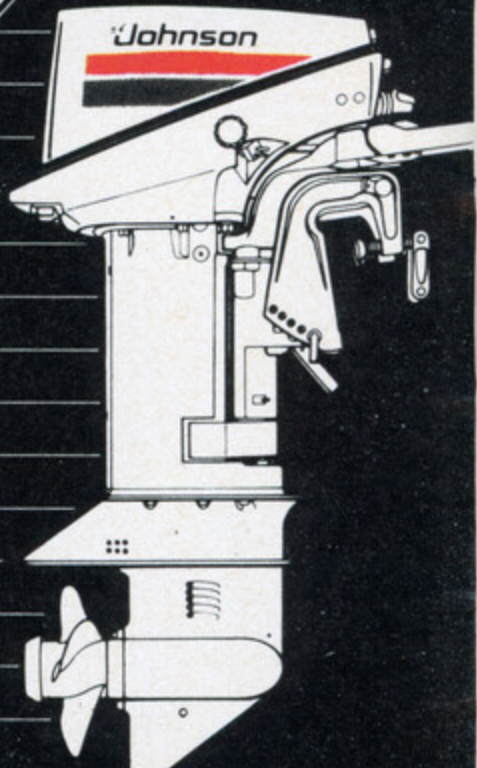


FEATURES

BENEFITS

- 2-Cylinder Design; Electric or Manual
- MagFlash CD Ignition
- Pressure-Back Piston Rings
- Water-Shield Silencing, Drainless
- Fuel-Saving Throttle Cam
- Thru-Hub Exhaust
- Thermostat-Controlled Cooling
- Shallow Water Drive
- Co-Pilot Steering Adjustment
- Electric Models: 5-Amp. Alternator
- F-N-R Gearshift, Twist-Grip Throttle
- Accessory Remote Controls
- Lyfanite Salt-Water Protection
- BIA  Certified Horsepower

	LONG LIFE	FUEL ECONOMY	COMPACT	LIGHTWEIGHT	QUICK, SURE STARTING	CLEAN, QUIET RUNNING	OPERATOR CONVENIENCE
2-Cylinder Design; Electric or Manual	●		●			●	
MagFlash CD Ignition	●			●			
Pressure-Back Piston Rings	●	●					
Water-Shield Silencing, Drainless					●		
Fuel-Saving Throttle Cam		●					
Thru-Hub Exhaust			●		●		
Thermostat-Controlled Cooling	●	●					
Shallow Water Drive						●	
Co-Pilot Steering Adjustment						●	
Electric Models: 5-Amp. Alternator						●	
F-N-R Gearshift, Twist-Grip Throttle						●	
Accessory Remote Controls						●	
Lyfanite Salt-Water Protection	●					●	
BIA  Certified Horsepower			●			●	



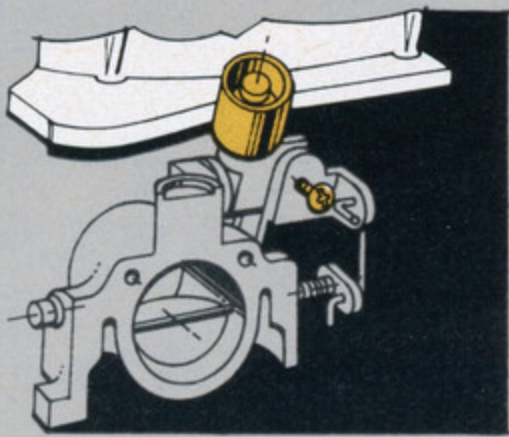
Engineering Close-Up

Whether you're stalking an elusive pickerel or an elusive puff of wind to fill your sails, one thing you don't want is a noisy outboard. So we designed the 9.9 and 15 with your quiet in mind.

The powerhood is sound-sealed, to keep motor noise in and water out. The exhaust leaves the motor underwater, through the propeller hub. Besides being quiet, it's efficient, too. By filling the low pressure area behind the prop caused by the spinning movement of the water coming off the propeller, the thru-hub exhaust reduces drag. Since 1972, all Johnson outboards have been drainless. Unburned fuel is recycled back into the motor.

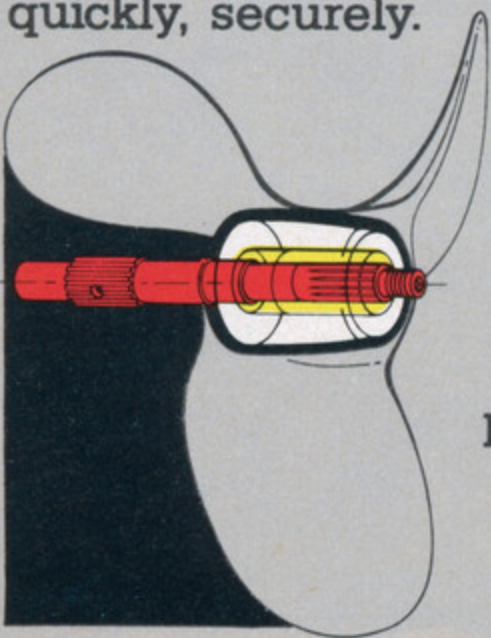
Throttle Cam Follower

The throttle and throttle cam follower introduced last year on the Johnson Minis have been added to the 9.9 and 15 for '79. They synchronize the carb throttle with the ignition, to help calibrate the air and fuel flow through the carburetor. The roller-shaped cam follower helps eliminate wear between the cam and follower, and supplies consistent positioning of the spark and throttle.

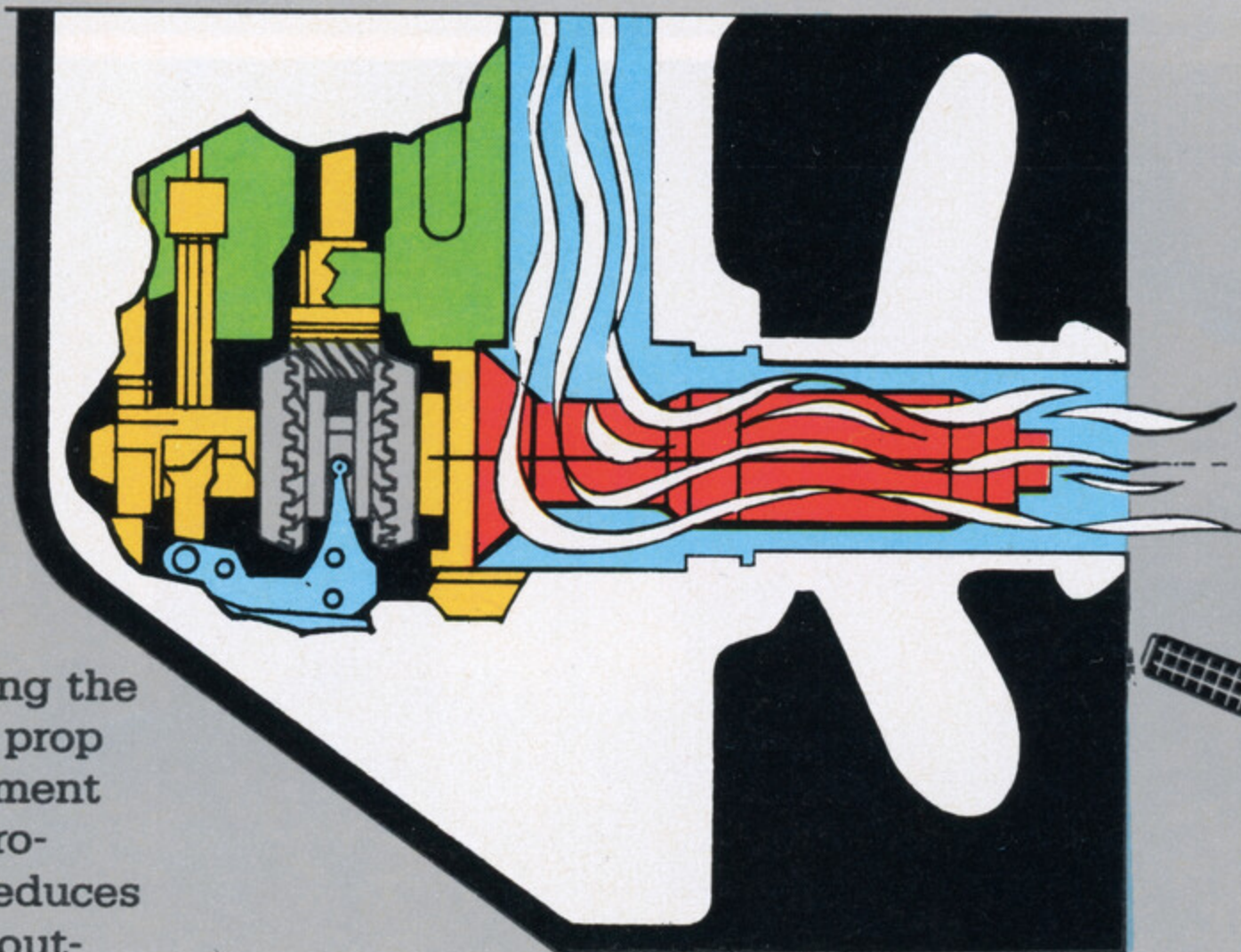


Splined Prop Shaft

The splined propeller shaft, standard on both the 9.9 and 15, locks the prop to the prop shaft quickly, securely.



No need for a pesky drive pin here! And all Sea-Horse outboards have a rubber shock-absorbing propeller hub to cushion underwater blows.



Low Profile

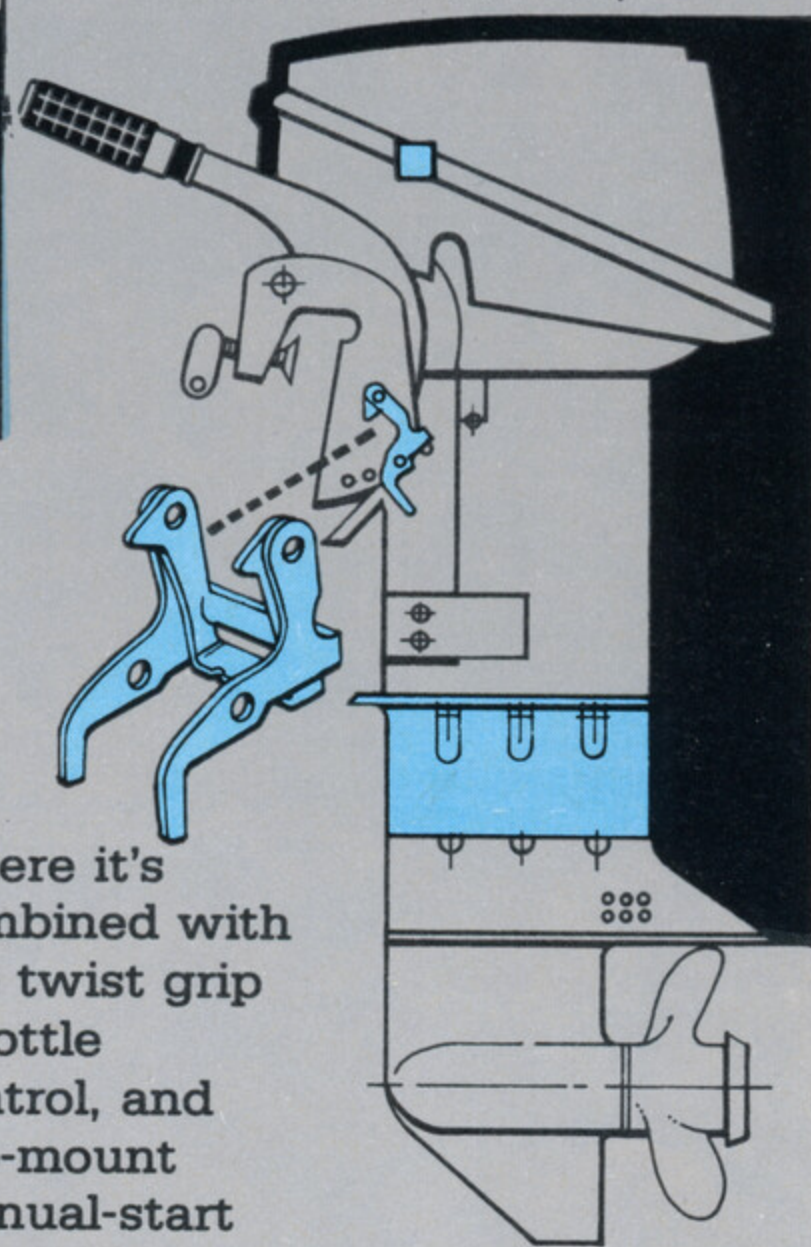
Even if you can't see the name on the side, you can tell a Johnson Portable by its profile. It's the one that's lower — up to 4½ inches lower — than competitive motors of similar horsepower. We don't think an outboard should be in the way of your fishing line, or your anchor rope. That's why we make the portables low, down out of the way.



Sail Master

Like to sail? We've got the outboard for you, designed by sailors, for sailors: The new Sail Master 9.9. It comes complete with electric start, long battery cables, 8-inch-pitch prop and a reverse thrust capability up to 135 pounds. The secret is exhaust ports in the gearcase that divert the reverse exhaust around instead of through the prop hub, for stronger propeller bite when backing down. A special throttle stop allows full reverse throttle. A positive tilt lock keeps it from "climbing out" in reverse.

Need something a little bigger? An accessory sailboat thrust kit delivers as much as 170 pounds of reverse thrust to the Sea-Horse 15. Other sailboat accessories include a remote electric start kit, accessory shift handle that moves the shift control to the tiller,



where it's combined with the twist grip throttle control, and top-mount manual-start control.

■ Although the propeller shipped with the outboard is the one suitable for most boating applications, some uses may require a special prop. That's why, for most '79 Johnson outboards, there's a wide selection of free-exchange aluminum propellers, all designed to help you match your motor to that special need. Accessory SST® stainless steel props are available for all models, 20-hp and up.

■ The emulsion-type carburetor that provides improved starting and idling, introduced last year on the 9.9, now is also standard on the new 15.

■ An adjustable "Co-Pilot," to help keep the motor on course at trolling speeds, is standard on both Portables, as it is on all Johnson outboards, 2-hp through 35-hp.

DEPENDABLE



Johnson's Quiet, Efficient 'Minis'

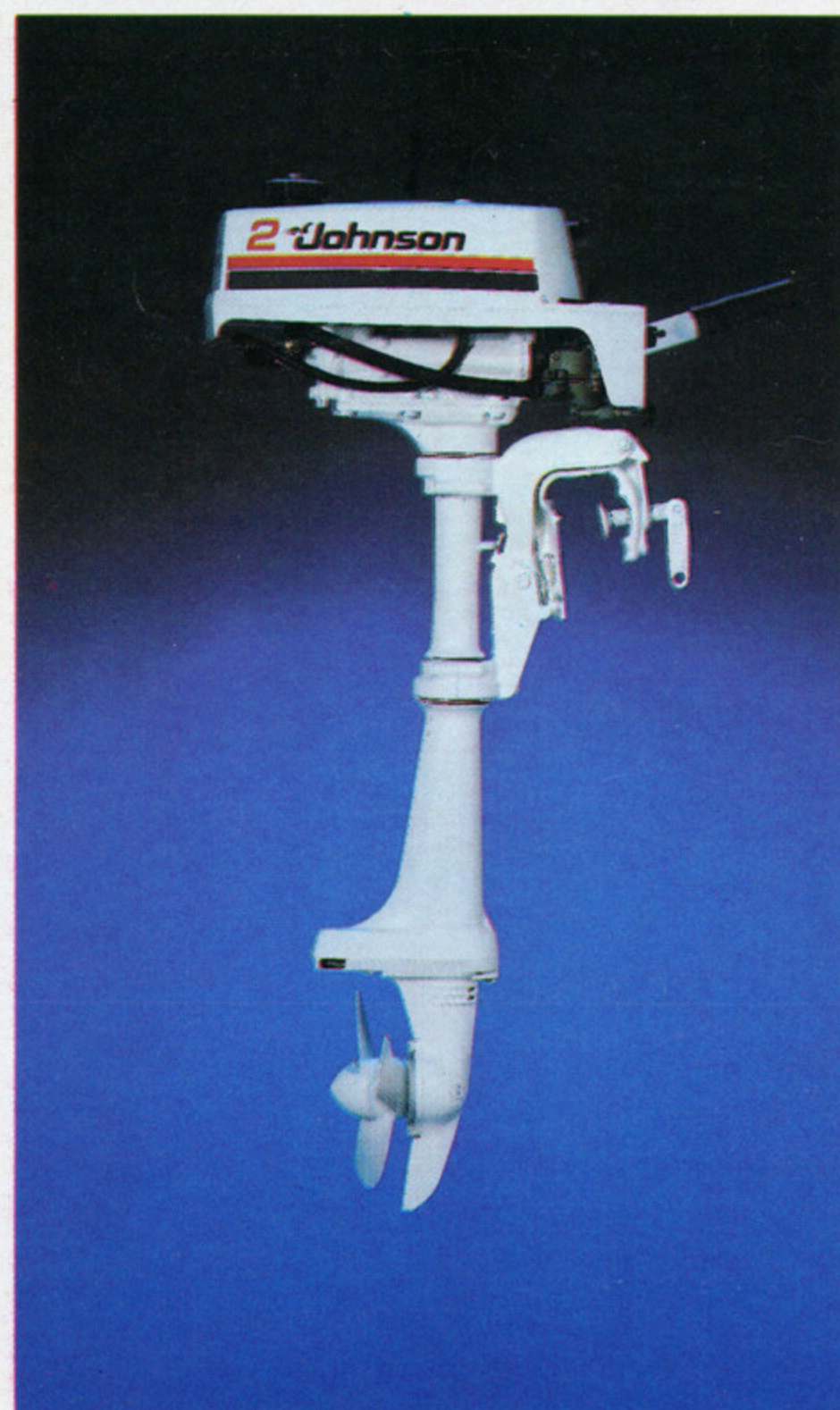
The Sea-Horse 2, the new Sea-Horse 4 and the Sea-Horse 6 for '79. Don't let their size fool you. Each shares as much of Johnson's tradition of dependability and engineering excellence as the biggest V-6. Each offers convenience without complexity. Quality without compromise.

Our top-of-the-mini-line Johnson 6 has full F-N-R shifting, MagFlash electronic ignition with the new corrosion-fighter coil for quick starting and smooth running, shock-absorbing prop hub . . . and enough go-power to plane most aluminum fishing skiffs with two men onboard.

There's a model of our new 4 just right for any kind of small-boat boating. The fisherman might choose the Angle-Matic 4, with a weedless lower unit designed to slip through — not catch — underwater grasses. For the guy that needs a little more push, there's the high-thrust, right-angle drive 4.

The littlest Sea-Horse of them all — the 2 — stands tall with features. Like an automatic-rewind manual-starter with easy-grip handle. Full 360-degree steering. Just 24 pounds of long-range portability. And an integral 32-oz. fuel tank that delivers hours of trolling between refills.


The Sea-Horse 2, 4 and 6 for '79. Fisherman, sailor, hunter . . . we built them especially for you. They're long on performance. Long on economy and dependability. And long on Johnson value. These days, that may be the most important consideration of all.

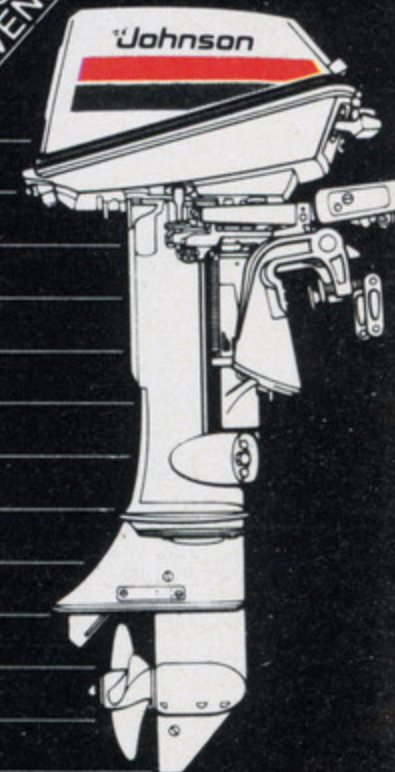
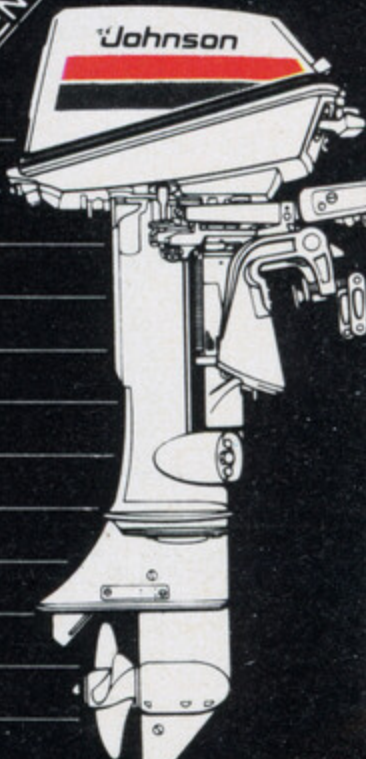


A photograph of two hunters in a boat at dusk, silhouetted against a bright sky. They are holding shotguns. In the foreground, a duck is swimming in the water, its reflection visible. The scene is set in a marshy area with tall reeds.



BENEFITS

	LONG LIFE	FUEL ECONOMY	COMPACT LIGHTWEIGHT	QUICK, SURE STARTING	CLEAN, SURE RUNNING	OPERATOR CONVENIENCE
2-Cylinder (6 & 4 HP), 1 Cylinder (2 HP)	●		●			
Fuel-Saving Throttle Cam		●				
Drainless				●		
Sealed Powerhood (6 HP)				●		
Co-Pilot Steering Adjustment					●	
F-N-R Gearshift, Twist-Grip Throttle (6 HP)					●	
Accessory Remote Controls (6 HP)					●	
Angle-Matic "Anti-Weed" Model (4 HP)					●	
Shock Absorbing Propeller	●				●	
Automatic Rewind Starting			●	●	●	
Lyfanite Salt-Water Protection	●					
BIA  Certified Horsepower			●		●	



Engineering Close-Up

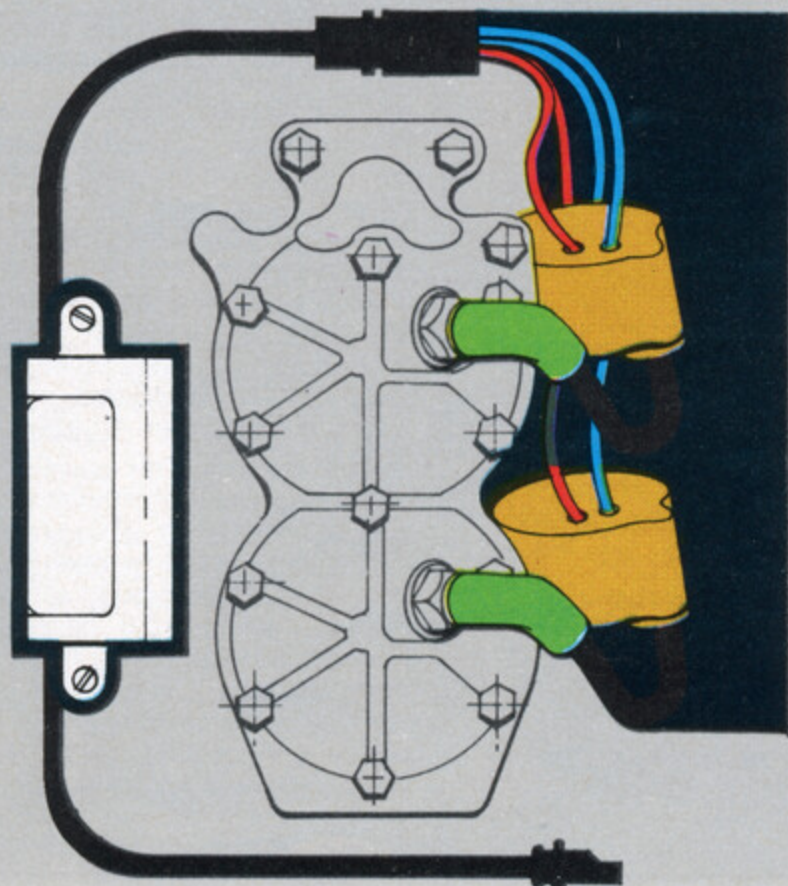
We made our first Sea-Horse 4 back in 1930. Now, our 4 has a well-earned reputation as one of the most popular outboards among small-boat fishermen. So you'd think we would be content to rest on our laurels, right?

Wrong! For '79, we offer an encore Sea-Horse 4, one we believe combines all the good of the past 4s with new, customer-suggested features. Remember . . . when fishermen talk, Johnson listens.

New features like a built-in 48-oz. fuel tank, for hours of trolling between miserly refills. Like a slide-bar throttle control up front, for quick, sure speed adjustment. Like an automatic-rewind manual starter near the top, where it's easier to operate.

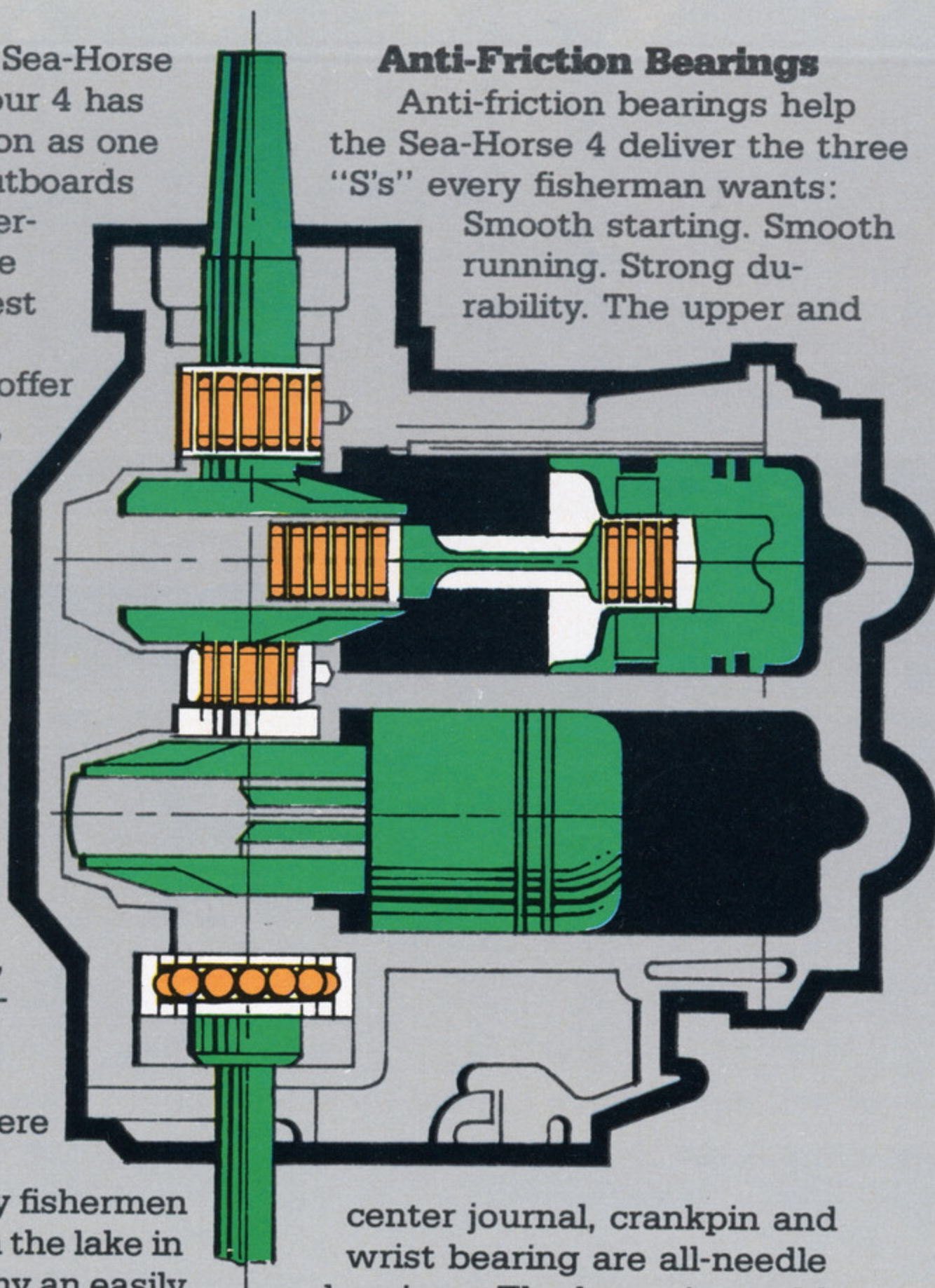
And we know many fishermen like to run further down the lake in search of fish. That's why an easily installed accessory fuel pump kit permits hook-up of a Johnson 2½- or 5-gallon long-range external fuel tank.

The new 4 has proven features, too. Like MagFlash electronic ignition with the corrosion-resistant ferrite core. Shock-absorbing rubber propeller hub. Adjustable co-pilot for easy trolling.



Anti-Friction Bearings

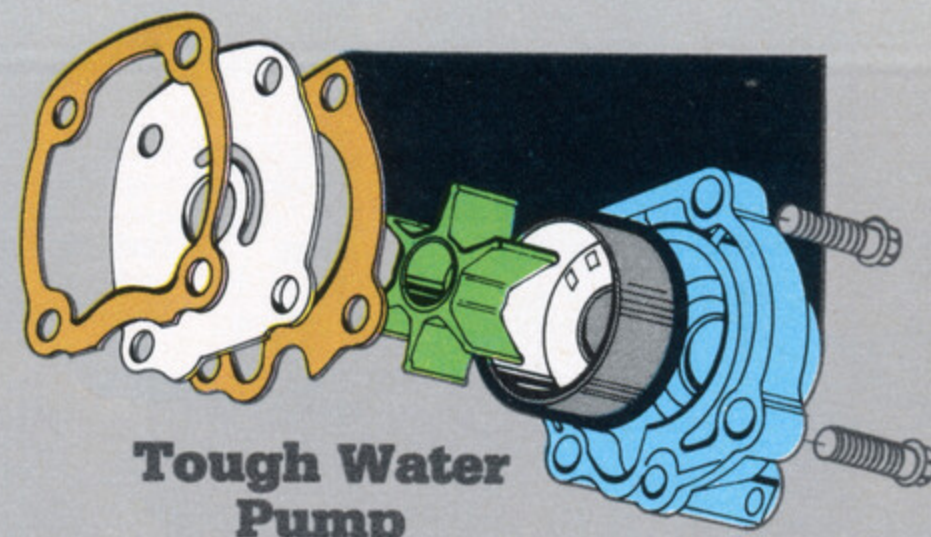
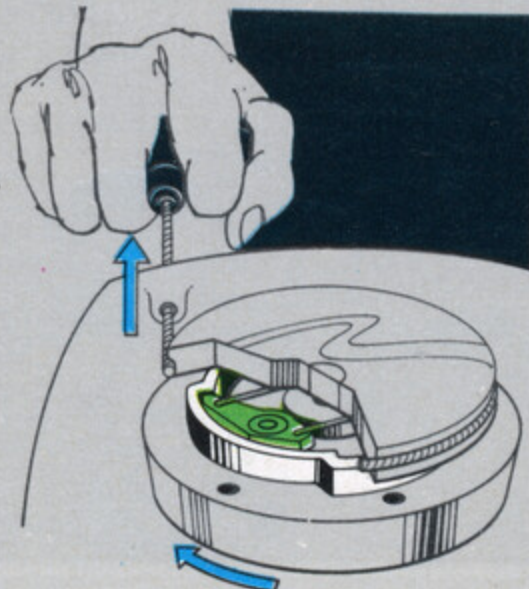
Anti-friction bearings help the Sea-Horse 4 deliver the three "S's" every fisherman wants: Smooth starting. Smooth running. Strong durability. The upper and



center journal, crankpin and wrist bearing are all-needle bearings. The lower journal has a ball bearing. Put 'em together, they spell "smoooooth."

Rewind Starter

We make our starting systems tough, because we know you use 'em tough. Start, stop. Start, stop. That's a way of life with most small outboards. The starter must be rugged enough to deliver, time after time after time. That's why our starter ropes are durable Nylon, the heavy-duty plastic handle shaped to your hand. And though we build our starters tough, we make them easy to operate. The rope coils around a spool just the right diameter to spin the fly-wheel quickly . . . then automatically re-winds for the next time.

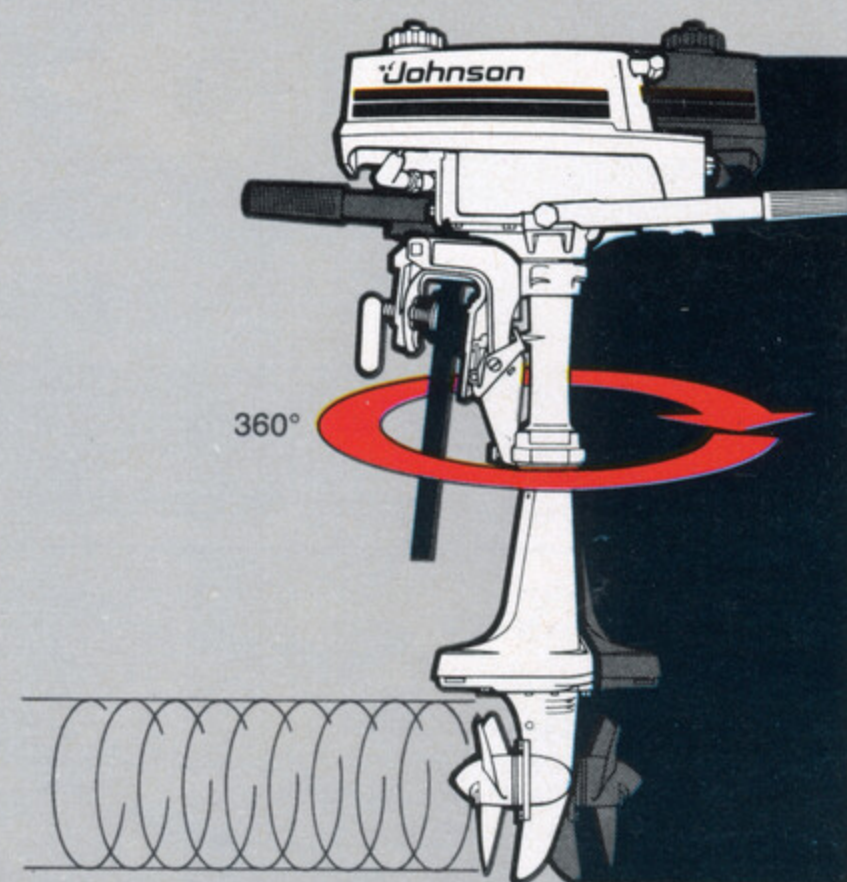


Tough Water Pump

No part of a water-cooled outboard works harder than the water pump. It has to do its job regardless how clean — or unclean — the water. That's why the 6 has a new durable water pump with stainless steel replaceable liners, designed to take on less-than-blue waters 'round the world. And for really tough water, there's an accessory chrome-plated pump liner kit available for all '79 Johnsons, except the 2 and the weedless 4.

Full-Pivot Steering

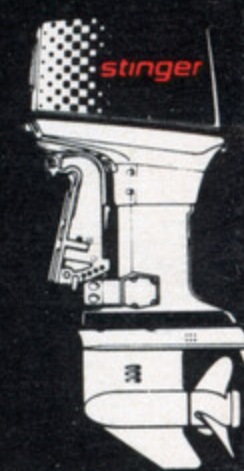
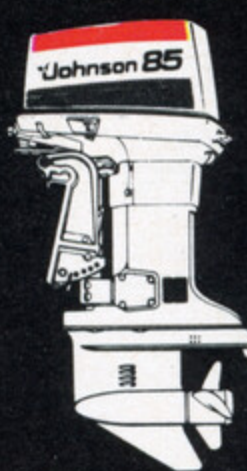
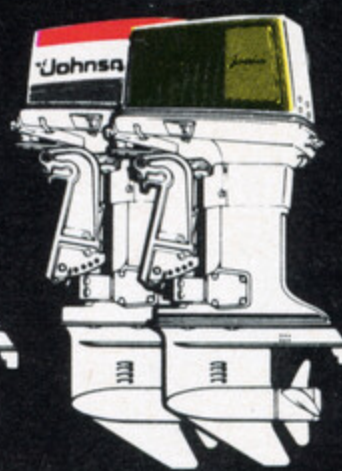
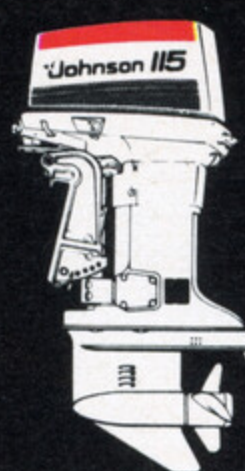
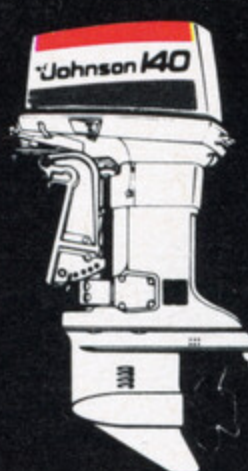
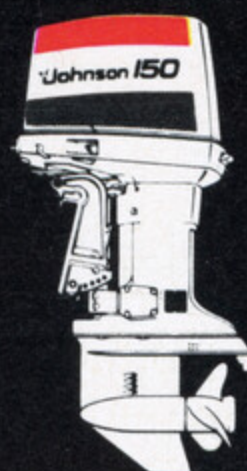
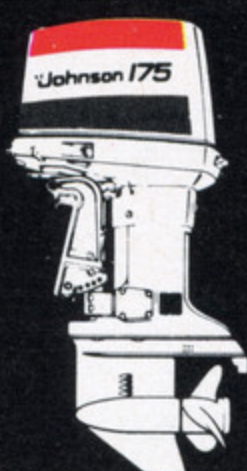
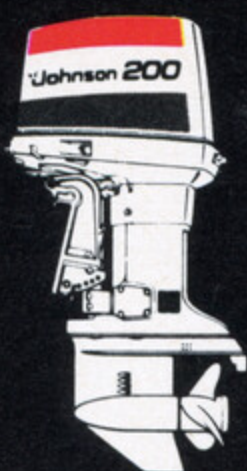
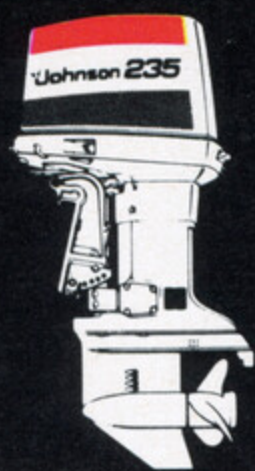
Some outboards are so easy to pivot, they just don't need the F-N-R shift system found on many large outboards. So it is with the Sea-Horse 2 and 4. Thanks to a heavy-duty, easily controlled, swivel bracket, the motor swings quickly to the rear, for sure, full-power reversing.



■ A 2½-gallon external fuel tank, with tank/motor connection hose, is standard with the Sea-Horse 6.

■ There is a choice of four standard or free-exchange aluminum or plastic propellers available for the 6.

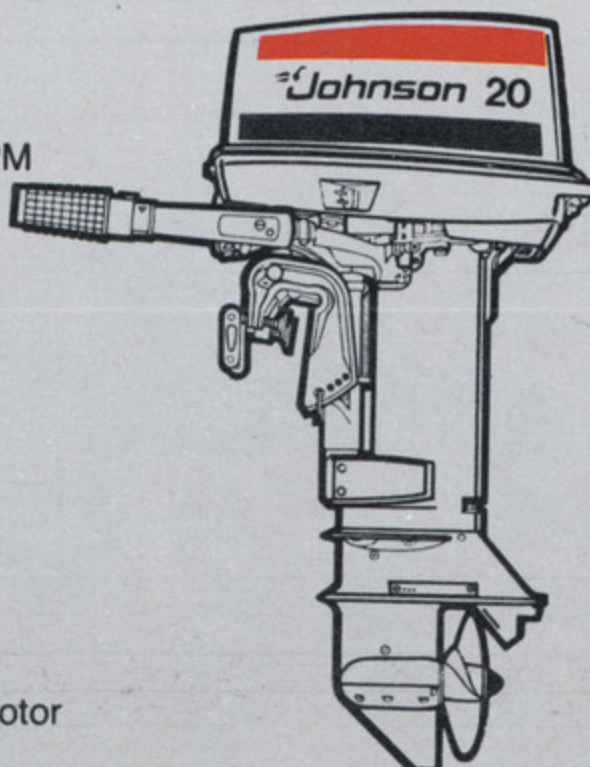
SPECIFICATIONS 1979



Sea-Horse Models (Short: fits 15" transom; Long: 20"; X-long: 25")	1. 235TL79 (X-long with power Trim 'N' Tilt) 2. 235TL79 (Long with power Trim 'N' Tilt)	1. 200TL79 (X-long with power Trim 'N' Tilt) 2. 200TL79 (Long with power Trim 'N' Tilt)	1. 175TL79 (X-long with power Trim 'N' Tilt) 2. 175TL79 (Long with power Trim 'N' Tilt)	1. 150TL79 (X-long with power Trim 'N' Tilt) 2. 150TL79 (Long with power Trim 'N' Tilt)	1. 140TL79 (Long with power Trim 'N' Tilt) 2. 140ML79 (Long)	1. 115TL79 (Long with power Trim 'N' Tilt) 2. 115ML79 (Long)	1. 100TL79 Javelin (Long with power Trim 'N' Tilt) 2. 100ML79 (Long)	1. 85TL79 (Long with power Trim 'N' Tilt) 2. 85ML79 (Long)	1. 75EL79 (Long) 2. 75ER79 (Short)
BIA Certified Horsepower	235 at 5250 RPM; Full throttle operating range: 4750-5750 RPM	200 at 5250 RPM; Full throttle operating range: 4750-5750 RPM	175 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	150 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	140 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	115 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	100 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	85 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	75 at 5500 RPM; Full throttle operating range: 5200-5800 RPM
Cylinders	V-6	V-6	V-6	V-6	V-4	V-4	V-4	V-4	3
Piston Displacement	149.4 cu. ins. (2448 c.c.)	149.4 cu. ins. (2448 c.c.)	149.4 cu. ins. (2448 c.c.)	149.4 cu. ins. (2448 c.c.)	99.6 cu. ins. (1632 c.c.)	99.6 cu. ins. (1632 c.c.)	99.6 cu. ins. (1632 c.c.)	99.6 cu. ins. (1632 c.c.)	49.7 cu. ins. (814 c.c.)
Bore-Stroke	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.500 ins.—2.588 ins.	3.000 ins.—2.344 ins.
Starting	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric	12-volt key switch electric
Shifting System	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R
Speed Control	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*	Command Center single lever remote*
Carburetion	3 dual-barrel carbs, fixed high and low speed jets	3 dual-barrel carbs, fixed high and low speed jets	3 dual-barrel carbs, fixed high and low speed jets	3 dual-barrel carbs, fixed high and low speed jets	2 dual-barrel carbs, fixed high and low speed jets	2 dual-barrel carbs, fixed high and low speed jets	2 dual-barrel carbs, fixed high and low speed jets	2 dual-barrel carbs, fixed high and low speed jets	3 carbs, fixed high and low speed jets
Choke	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override	Remote electric with manual override
Fuel Capacity	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*	Separate 5-gallon tank*
Fuel Mix (Gas: Lubricant)	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***
Alternator	10-amp	10-amp	10-amp	10-amp	1. 10-amp 2. 6-amp	1. 10-amp 2. 6-amp	1. 10-amp 2. 6-amp	1. 10-amp 2. 6-amp	6-amp
Ignition	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	Dual MagFlash magneto CD	MagFlash magneto CD
Transom Mounting	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket	Adjustable bolt-on bracket
Gear Ratio	14:26 (.54)	14:26 (.54)	14:26 (.54)	14:26 (.54)	13:26 (.5)	13:26 (.5)	13:26 (.5)	13:26 (.5)	1. 12:29 (.414) 2. 15:28 (.536)
Weight	1. 401 lbs. 2. 396 lbs.	1. 386 lbs. 2. 381 lbs.	1. 386 lbs. 2. 381 lbs.	1. 386 lbs. 2. 381 lbs.	1. 310 lbs. 2. 293 lbs.	1. 301 lbs. 2. 288 lbs.	1. 301 lbs. 2. 288 lbs.	1. 301 lbs. 2. 288 lbs.	1. 230 lbs. 2. 198 lbs.
Propeller Packed with Engine—Dia. x Pitch x No. Blades	14 1/4"x21"x3	14 1/4"x21"x3	14 1/2"x19"x3	15"x17"x3	1. 13"x19"x3 SST 2. 13"x19"x3	13"x19"x3	13 1/4"x17"x3	13 1/4"x17"x3	11 3/4"x17"x3

JOHNSON 20

BIA Certified
20 h.p. @ 5000 RPM
Full throttle operating range 4500-5500 RPM
Piston Displacement 31.8 cu. in. (521 c.c.)
Bore-Stroke 3.000 ins.-2.250 ins.
Starting — Auto-rewind manual
Shifting — Mechanical F-N-R
Speed Control — Twist grip steering arm
Carburetion — 1 carb, fixed high and adjustable low speed jets
Choke — manual
Fuel Capacity — separate 5-gallon tank
Fuel Mix — 50:1***
Ignition — MagFlash magneto CD
Gear Ratio — 12:21 (.57)
Weight — 15" model 101 lbs.
20" model 103 lbs.
Propeller — 9 1/4" x 11" x 3 packed with motor

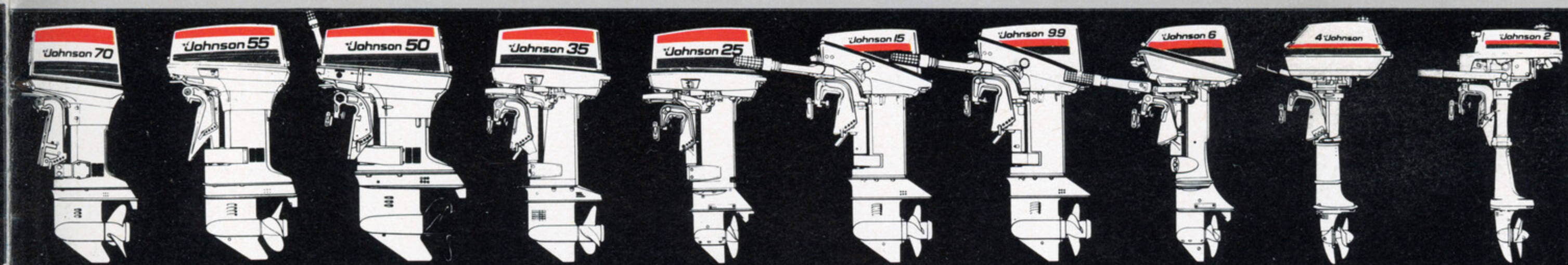


FOOTNOTES

- *A Command Center control is packaged with every Johnson model. 55-hp. and up but priced separately.
- **Electric model also has automatic rewind manual start. Accessory batteries and battery carrying cases available.
- ***With Boating Industry Association certified "TC-W" grade lubricant. OMC 2-cycle oil is recommended.
- †Accessory remote control available; accessory top mount controls for sailboat installations also available.
- ††Accessory shaft extensions available
- †††Accessory top mount controls for sailboat installations available.
- Capacity shown in Imperial measure. For U.S. and metric measure convert accordingly.

WARRANTY INFORMATION

Specifications, descriptions and illustrative material contained in this brochure are accurate as of the date it was approved for printing.
Johnson Outboards reserves the right to discontinue models or change specifications or designs at any time without notice and without incurring obligation. All models and accessories available subject to production schedules.
1-YEAR MOTOR WARRANTY: For twelve months after purchase, Johnson Motors will replace without cost to the original purchaser of a Johnson outboard motor any part of its manufacture which upon inspection proves to have failed in normal use due to faulty material or workmanship, provided that such motor is not used during this period for any commercial purpose. In the case of commercial use, such warranty shall be six instead of twelve months from date of purchase.
A full statement on the Johnson warranty is included in the owner's manual furnished with each new motor.
Specifications of all products described in this catalogue are subject to change without notice.



70EL79 (Long)	1. 55EL79 (Long) 2. 55E79 (Short)	1. 50RL79 (Long) 2. 50R79 (Short)	1. 35RL79 (Long, manual) 2. 35R79 (Short, manual) 3. 35EL79 (Long, electric) 4. 35E79 (Short, electric)	1. 25RL79 (Long, manual) 2. 25R79 (Short, manual) 3. 25EL79 (Long, electric) 4. 25E79 (Short, electric)	1. 15RL79 (Long, manual) 2. 15R79 (Short, manual) 3. 15EL79 (Long, electric) 4. 15E79 (Short, electric)	1. 10RL79 (Long, manual) 2. 10R79 (Short, manual) 3. 10E79 (electric) 4. 10SEL79 (Sail Master long, electric, heavy duty reverse thrust)	1. 6RL79 (Long) 2. 6R79 (Short)	1. 4R79 (Short, 90° drive)†† 2. 4W79 (Short, weed resistant Angle-Matic drive)††	2R79 (Short)††
70 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	55 at 5500 RPM; Full throttle operating range: 5000-6000 RPM	50 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	35 at 5500 RPM; Full throttle operating range: 5000-6000 RPM	25 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	15 at 6000 RPM; Full throttle operating range: 5500-6500 RPM	9.9 at 5000 RPM; Full throttle operating range: 4500-5500 RPM	6 at 4500 RPM; Full throttle operating range: 4000-5000 RPM	4 at 4500 RPM; Full throttle operating range: 4000-5000 RPM	2 at 4500 RPM; Full throttle operating range: 4200-4800 RPM
3	2	2	2	2	2	2	2	2	1
49.7 cu. ins. (814 c.c.)	44.99 cu. ins. (737 c.c.)	44.99 cu. ins. (737 c.c.)	31.8 cu. ins. (521 c.c.)	31.8 cu. ins. (521 c.c.)	13.2 cu. ins. (216 c.c.)	13.2 cu. ins. (216 c.c.)	8.84 cu. ins. (145 c.c.)	5.28 cu. ins. (87 c.c.)	2.64 cu. ins. (43 c.c.)
3.000 ins.—2.340 ins.	3.187 ins.—2.820 ins.	3.187 ins.—2.820 ins.	3.000 ins.—2.250 ins.	3.000 ins.—2.250 ins.	2.188 ins.—1.760 ins.	2.188 ins.—1.760 ins.	1.9375 ins.—1.500 ins.	1.5625 ins.—1.375 ins.	1.5625 ins.—1.375 ins.
12-volt key switch electric	12-volt key switch electric	Automatic rewind manual	1-2. Auto-rewind manual 3-4. 12-volt key switch electric	1-2. Auto-rewind manual 3-4. 12-volt key switch electric	1-2. Auto-rewind manual 3-4. 12-volt push button electric**	1-2. Auto-rewind manual 3-4. 12-volt push button electric**	Auto-rewind manual	Auto-rewind manual	Auto-rewind manual
Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Mechanical F-N-R	Full 360° pivot	Full 360° pivot
Command Center single lever remote*	Command Center single lever remote*	Twist-Grip throttle	1-2. Twist-grip steering arm 3-4. Accessory dual lever remote control	1-2. Twist-grip steering arm 3-4. Accessory dual lever remote control	Twist-grip steering arm†	Twist-grip steering arm†	1-2. Twist-grip steering arm	Synchronized spark and throttle lever†††	Synchronized spark and throttle lever
3 carbs, fixed high and low speed jets	2 carbs, fixed high and low speed jets	2 carbs, fixed high and low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. fixed high and adjustable low speed jets	1 carb. adjustable high and low speed jets
Remote electric with manual over ride	Remote electric with manual over ride	Manual	1-2. Manual 3-4. Remote electric with manual over ride	1-2. Manual 3-4. Remote electric with manual over ride	Manual	Manual	Manual	Manual	Manual
Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 5-gallon tank•	Separate 2½-gallon tank•	Integral 48-oz. tank•	Integral 32-oz. tank•
50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***	50:1***
6-amp	5-amp		3-4. 5-amp	3-4. 5-amp	3-4. 5-amp	3-4. 5-amp			
MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	MagFlash magneto CD	Flywheel magneto
Adjustable bolt-on bracket	Adjustable bolt-on bracket	Clamp screws, transom plate and bolts	Clamp-on bracket, 5-position adjustable trim with transom bolts	Clamp-on bracket, 4-position adjustable trim with transom bolts	Clamp-on bracket, 5-position adjustable trim	Clamp-on bracket, 5-position adjustable trim	Clamp-on bracket, 4-position adjustable trim	Clamp-on bracket, 4-position adjustable trim	Clamp-on bracket, 4-position adjustable trim
12:29 (.414)	12:29 (.414)	12:32 (.375)	14:27 (.52)	12:21 (.57)	12:29 (.414)	12:29 (.414)	12:25 (.48)	1. 12:25 (.48) 2. 17:28 (.61)	12:25 (.48)
230 lbs.	1. 187 lbs. 2. 180 lbs.	1. 202 lbs. 2. 195 lbs.	1. 118 lbs. 2. 114 lbs. 3. 121 lbs. 4. 117 lbs.	1. 103 lbs. 2. 101 lbs. 3. 106 lbs. 4. 104 lbs.	1. 77 lbs. 2. 72 lbs. 3. 82 lbs. 4. 77 lbs.	1-3 77 lbs. 2. 72 lbs. 4. 82 lbs.	1. 55 lbs. 2. 54 lbs.	1-2 .38 lbs.	24 lbs.
13¼"x17"x3	12¼"x15"x3	13¾"x15"x3 SST	10"x13"x3	9¼"x11"x3	9½"x10"x3	1-2-3. 9½"x10"x3. 4. 9¼"x8"x3	8"x7"x3	1. 7½"x6"x3. 2. 6¼"x6"x2 (weedless)	7¼"x4½"x3

FREE EXCHANGE AND ACCESSORY PROPELLERS To get maximum performance from your new outboard, your Johnson dealer will help you select a propeller that fits your needs, taking into consideration the boat and its intended use. On models 6 hp. and up, the prop packed with the outboard can be exchanged free, at time of purchase, for your choice of a number of other aluminum or plastic props. Additional props are available as extra-cost accessories. Here is the complete propeller selection.

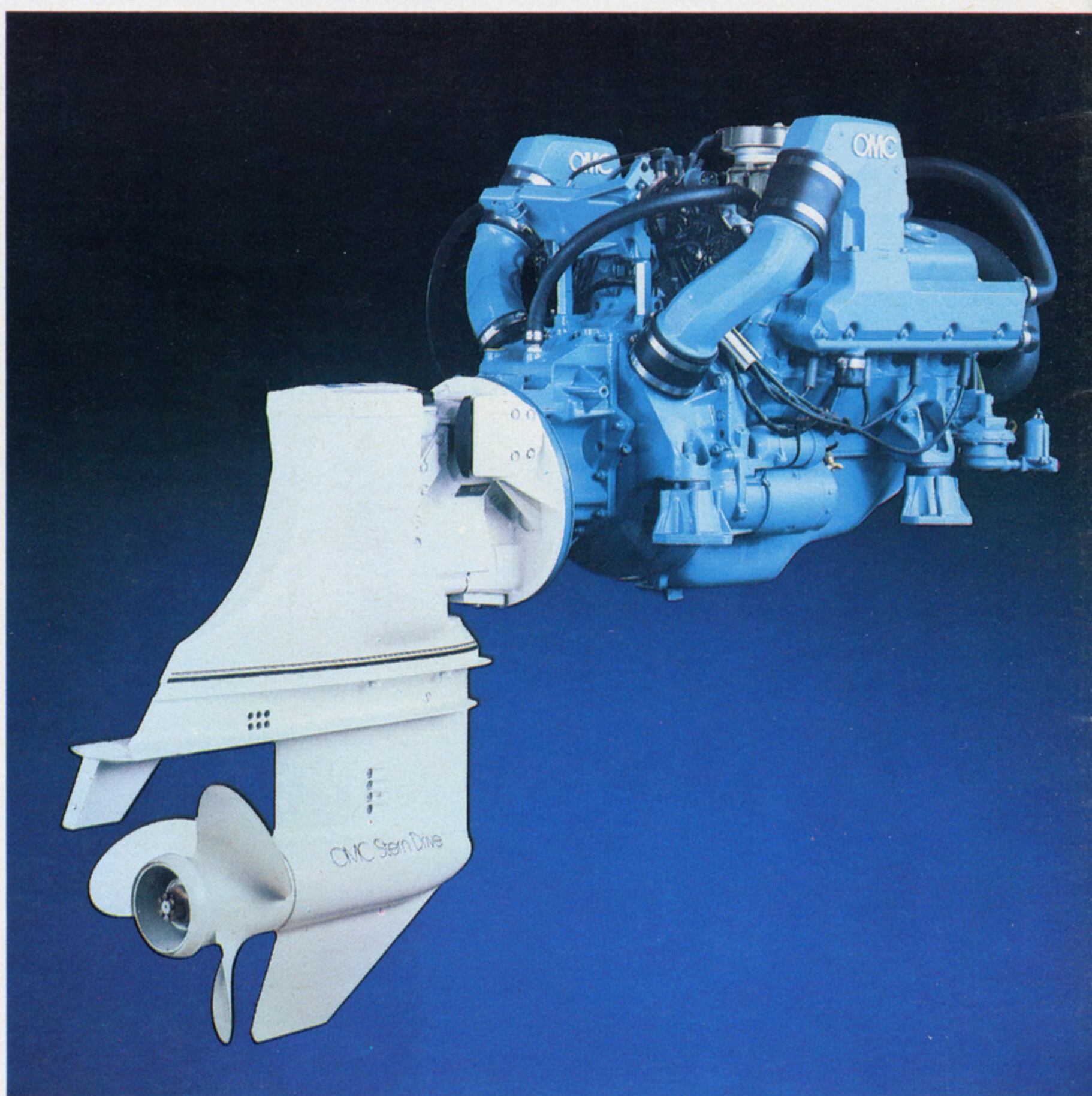
HP.	PROPELLERS (Dia. x Pitch x No. Blades)
Free exchange propellers (aluminum unless noted)	
235, 200, 175, 150	15¾"x13"x3 15½"x15"x3 15"x17"x3 14½"x19"x3 14¼"x21"x3 14½"x23"x3
50, 70, 75 Long, 85, 100, 115, 140	14"x11"x3 14"x13"x3 13¾"x15"x3

HP.	PROPELLERS (Dia. x Pitch x No. Blades)
55, 75 Standard	13¼"x17"x3 13"x19"x3 12¾"x21"x3 12¾"x23"x3 14"x9"x3 (70, 75 Long only)
	13"x11"x3 12½"x13"x3 12¼"x15"x3 11¾"x17"x3 11½"x19"x3
	11¼"x7"x3 11"x9"x3 10½"x11"x3 10"x13"x3
	9¼"x11"x3 9¼"x7"x3 9"x10"x3 weedless 9"x9"x3
	9½"x10"x3 10"x5"x3 9"x10"x2 weedless 9¼"x8"x3
35	
25, 20	
9.9, 15	

HP.	PROPELLERS (Dia. x Pitch x No. Blades)
6	8"x7"x3 8"x7"x2 8½"x5"x3 plastic 8"x7¼"x2 plastic
The following bronze propellers are available as extra-cost accessories:	
50, 70, 75 Long, 85, 100, 115, 140	13¾"x21"x2 13¾"x21"x2 cupped 13¾"x23"x2 cupped
The following Teflon-S®-coated stainless steel "SST" props are available as extra-cost accessories:	
235, 200, 175, 150	15"x17"x3 14½"x19"x3 14¼"x21"x3 14¼"x23"x3 14½"x24"x3 surfacing 14½"x26"x3 surfacing 15"x28"x3 surfacing
50, 70, 75 Long, 85, 100, 115, 140	13¾"x15"x3 13¾"x17"x3 13"x19"x3

HP.	PROPELLERS (Dia. x Pitch x No. Blades)
	12¾"x21"x3 12¾"x23"x3 12¾"x23"x3 Silver Streak
(NOTE: ON 140 T/N/T model, SST prop free-exchanged)	
55, 75 Standard	12½"x13"x3 12¼"x15"x3 11¾"x17"x3 11¼"x19"x3
35	10½"x11"x3 11"x9"x3 10¼"x13"x3
25, 20	9¼"x9"x3 9¼"x12"x3
Extra propellers for small Sea-Horse models, available at extra cost, are as follows:	
4 (90°)	7½"x6"x3 plastic
4 (Angle-Matic)	6¼"x6"x2 plastic
2	7¼"x4½"x3 alum.

OMC STERN DRIVES



About the new OMC Stern Drive, *POWERBOAT* Magazine says: "Our Performance Reports results really opened our eyes that the OMC Stern Drive has made some exciting changes. Anytime somebody finds a way to propel a boat more efficiently without upping the horsepower or increasing fuel consumption, we're all for it."

You've put a great deal of consideration into the choice of a boat. Consider carefully your selection of the best stern drive. For power, performance and features, specify OMC Stern Drive — it makes the difference.

OMC stern drives for '79. If you choose one for your boat, you get a big hunk of the Sea-Horse tradition with it.

A Power Alternative

If your style of boating calls for stern drive, don't worry. There's a full line of power by OMC® Stern Drive, including seven stern drive power ranges, and a 15-hp sailboat auxiliary inboard, the Zephyr™ Sail Drive. And each carries with it the Johnson tradition of performance engineering and quality manufacturing.

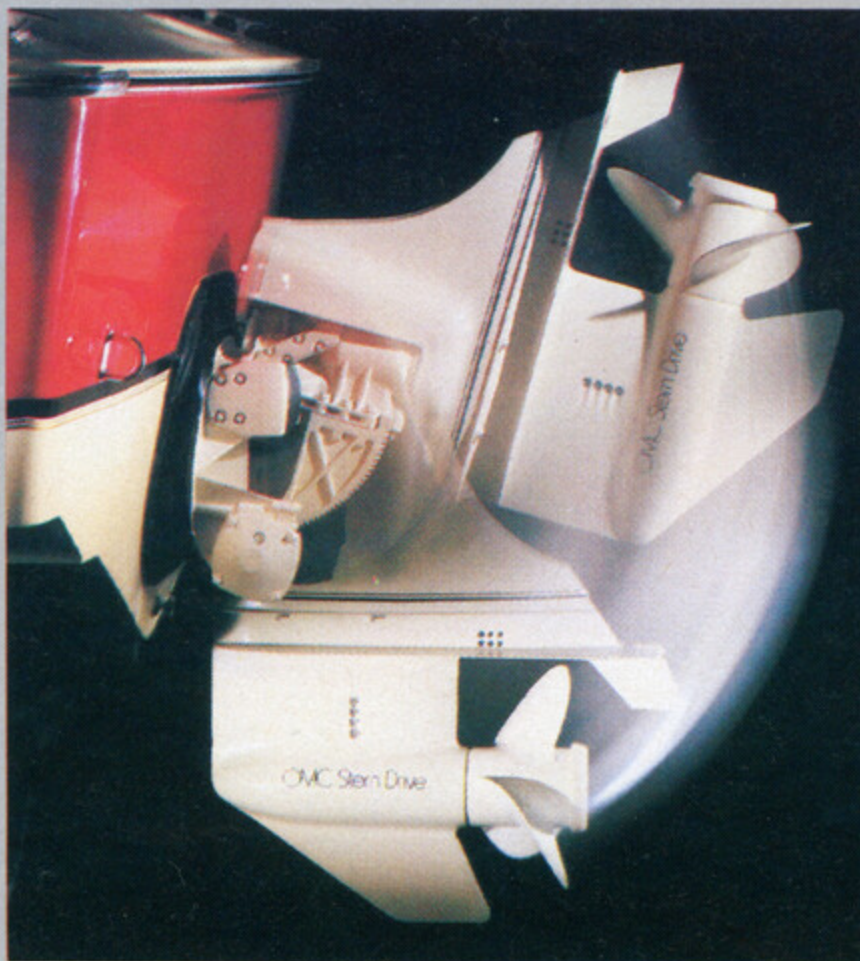
Boat builders and boat dealers recognize OMC as a leader in stern drive engineering and technology. But most importantly, OMC Stern Drives can help your boat perform up to its capabilities better than any other stern drive.

Stern drive choices include 260 V-8, 250 V-8, 230 V-8, 200 V-8, 185 V-8, and 140 and 120 four-in-line models. All are available with SelecTrim™ power trim, most with Pre-Set Trim™. Some have the new power steering option.

All '79 stern drives have a streamlined gearcase, designed to "knife" through the water with as little performance-robbing drag as possible. The gearcase means quick servicing, too, since it shares many parts with production Johnson outboards. It uses the same props that the Sea-Horse V-6s and V-4s use, so they're available at Johnson dealers everywhere.

Degrees of Convenience

Ninety degrees. Seventy-five degrees. These are big numbers that deliver big performance. Every OMC stern drive offers full 90-degree steering. No other competitive stern drive swings more than 60 degrees. That means quicker low-speed turning, surer maneuvering. And OMC's Hi-Tilt™ tilts the outdrive a full 75 degrees out of the water, for clean beaching and launching, easy prop changes. The secret is OMC's unique design which "engineers out" the traditional universale joint used for linking the power to the drive unit.



The steering axis is separated from the tilt axis, for sharper turning, higher tilting.

Steering

Skippering on OMC stern drive is a pleasure, thanks to the Tru-Course™ steering system or power steering now available on most V-8 models. Tru-Course uses a worm-and-sector gear to resist outdrive torque, for sure steering. New this year for the 200, 230 and 260 are power steering models that deliver ease of control unprecedented in an OMC stern drive.



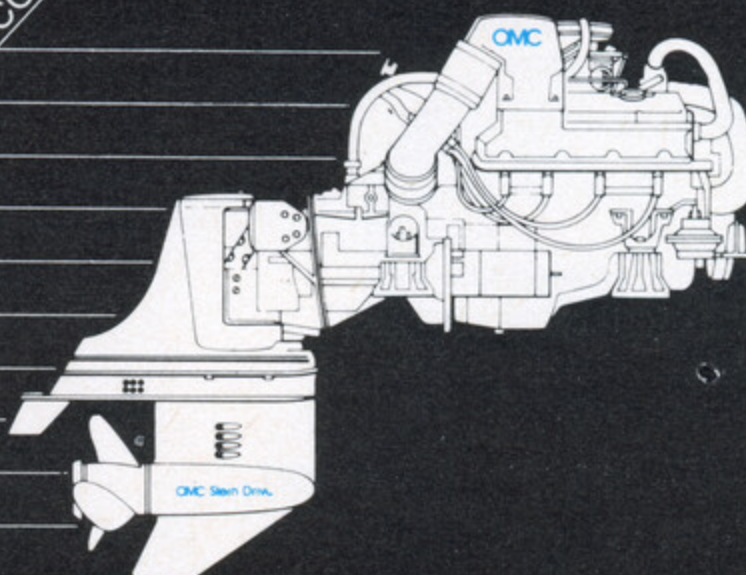
Uni-Mount Quiet

Everyone wants a quiet-running boat. That's the job of OMC's exclusive Uni-Mount™ system. We mount our engines to the boat's stringers with special engine mounts to dampen vibration. And the outdrive is mounted directly to the engine, without contacting the transom. Uni-Mount helps dampen engine noise and vibration, for smooth, quiet boating.

FEATURES

BENEFITS

	LONG LIFE	QUIET RUNNING	MANEUVERABILITY	HIGH SPEED THRUST	OPERATOR CONVENIENCE
8 and 4 Cylinder Marine Engines					
Recirculating Thermostat Cooling	●				
Uni-Mount		●			
SelecTrim				●	
Tru-Course Steering			●	●	
90-Degree Turning			●	●	
Quick, 75-Degree Power Tilt				●	
Power Shift		●		●	
Stainless Steel Props Available	●				
Lyfanite Salt-Water Protection	●				



JOHNSON DEALER

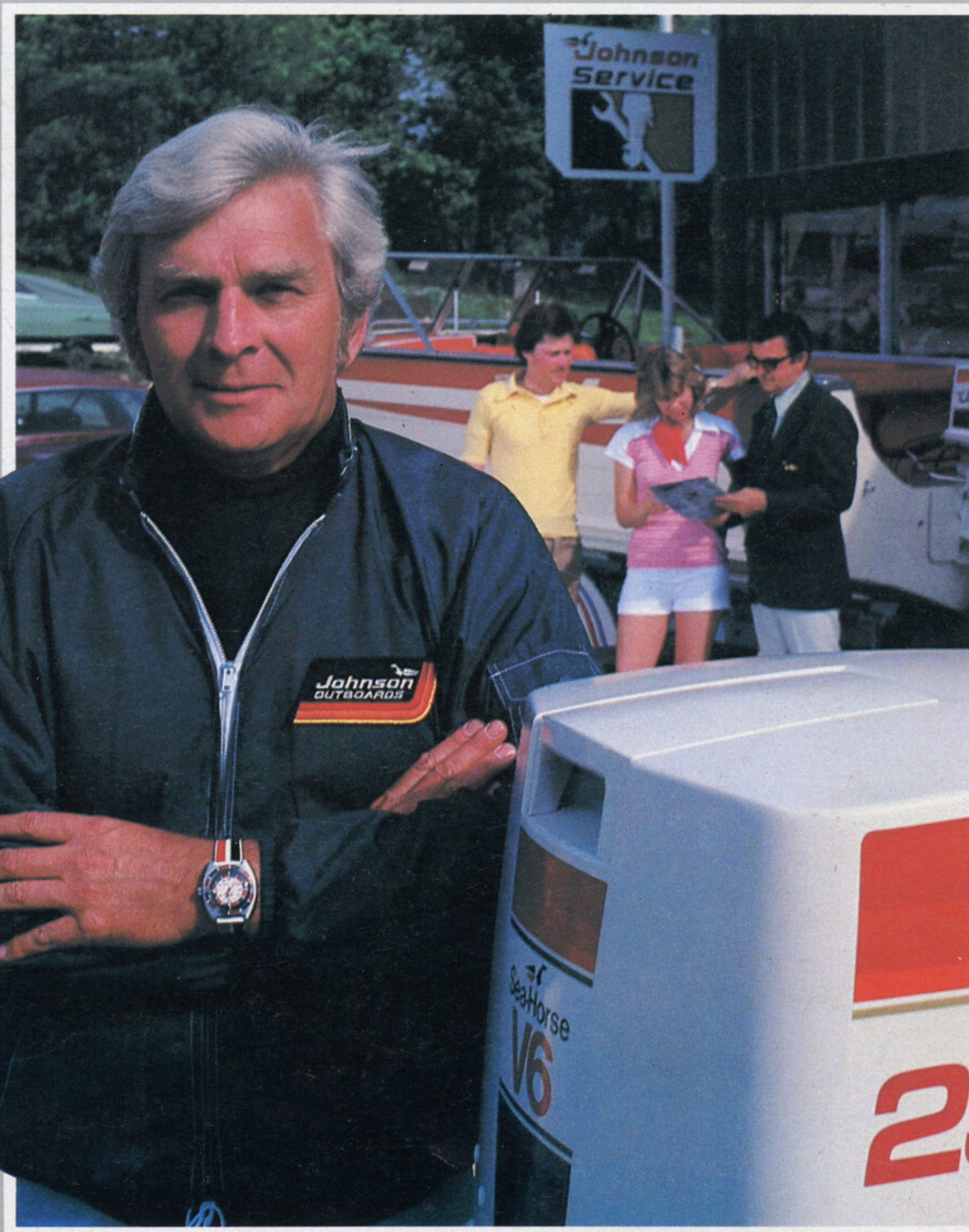
The man behind the Sea-Horse sign

A Johnson Outboards dealer sells more than just outboard motors. Much more. He has a store full of boating fun . . . waiting just for you.

He has the latest in outboard boats, trailers and accessories designed for your kind of boating, on your kind of water. He knows where the fish are biting, the best place to water ski, the nearest landing to launch your boat.

We know how important service is to you. That's why at Johnson, we stand behind the man that stands behind our sign. We run factory training centres to keep our dealers up-to-date on the latest service techniques. Annual hometown service clinics, run by our field service technicians, are part of our continuing service education program, too. And we rate each dealer's service operation to ensure the continuance of upgrading dealer service facilities nationwide.

The sign of the Sea-Horse. We think it's the symbol of all that's good about boating. Good product. Good people. Good service. And good times for you and your family.



THE LOOK OF WORLD LEADERSHIP



A Product of Outboard Marine Corporation of Canada Ltd., Peterborough, Ontario, Canada.

Makers of OMC Stern Drive Engines and Lawn-Boy Power Mowers

Form No. X2300



LITHO'D IN CANADA